Traveler Interactions

Pedestrians, Bicycles, and Motorists



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Draft Report

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INTRODUCTION

The Code of Virginia¹ is not laid out by mode but rather by Title, Article and Chapter. For this report, mainly Title 46.2 (Motor Vehicles) is used. Currently there are limited resources within the State of Virginia that catalogue the rules and regulations as denoted in the Code of Virginia. This project developed an educational resource for users to understand the rules that apply to the interactions between pedestrians, bicyclists, and vehicles. The resulting database of existing laws created in association with this project is shown in **Appendix A**. This report as well as a stand-alone hand-sized brochure (contained in **Appendix B**) was completed as part of the educational, research, and public outreach program of the Virginia Department of Transportation (VDOT).

The 2006-2010 Strategic Highway Safety Plan supplements the information in this report. Prepared by VDOT in 2006, the report frames transportation safety as a health issue and provides a series of strategies for improving the safety of pedestrians, bicyclists, and motorists.² Currently under development, Virginia's long-range multimodal transportation plan, VTRANS2035 will provide an inventory and strategies for integrating various agencies' single-mode plans. For readers of this report, VTRANS2035 will be another source of related supplemental information.³

This project is directed to three point research (and education) –pedestrian, bicycle and motorist – as they share "common roadway/right-of-way".

The project:

- Was funded through companion funds through the State Planning and Research Program (SPR) with the intent to educate the public on Virginia laws and the joint responsibilities of pedestrians, bicyclists, and motorists when sharing public roads, paths, sidewalks, and any ADA facility.
- Was conducted in parallel with other programs such as StreetSmart and BikeWalk Virginia 'Share the Road' as well as information contained on the VDOT website.
- Supports implementation efforts under the VDOT's 'Policy for Integrating Bicycle and Pedestrian Accommodations' (2004).
- Developed a brochure providing specific law and education for users.

This report details rules and safety guidelines regarding the interactions between pedestrians, bicycles, and motor vehicles. It has been organized by mode of transportation. Specific statistics and facts are provided for each mode at the beginning of each section. Where a regulation relates to more than one mode of travel it has been reproduced in both sections.

For this report, when the word "bicycle" is used, it refers to the use of a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, and moped, motorized skateboards or scooter, motor-driven cycles, electric power-assisted bicycle, and/or mopeds.

¹ Available on the world wide web at: http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+TOC

² Available on the world wide web at http://www.vdot.virginia.gov/info/resources/Strat_Hway_safety_Plan_FREPT.pdf

³ Available on the world wide web at http://www.vtrans.org/multimodal_transportation_plan_vtrans2035.asp

PEDESTRIANS

In the Washington, D.C. metropolitan area, about one in four traffic fatalities are pedestrians and bicyclists. While it is imperative that pedestrians are aware of their own responsibility to have safe commute by staying alert and assuming they are invisible to drivers, they should also know their rights and be familiar the rules of other vehicles on the road. For example, a pedestrian who knows the meaning of bicycle hand signals could avoid entering the bicyclist's intended path.

Below is an accounting of the pedestrian rules and regulations that exists within the Virginia Code. Pedestrian codes are predominantly found in Title 46.2, Article 16 comprising of sections §46.2- 923- §46.2-935 inclusive. A matrix of all codes discussed below can be found in **Appendix A** verbatim and in numerical order. Any interpretation of code is presented in italics.

A. Virginia Code

1. WHERE TO WALK

A. §46.2-928 - Pedestrians to Avoid Walking in the Roadway

Whenever possible, pedestrians should walk on a sidewalk. If a sidewalk is not present and it is necessary to walk in the roadway, always face oncoming traffic and walk as far to the left of the roadway as possible; however, if a wide shoulder lane is present on either or both sides of the highway, pedestrians may walk in either shoulder lane.

B. §46.2-1305 – Residential Subdivisions

Counties, cities, and towns that have adopted ordinances under the provisions of \$15.2-2200⁴ can post and maintain signs and markings regulating the operation of vehicles and pedestrian traffic on roadways and parking areas not owned by the public. They may also apply these regulations to existing and future residential subdivisions.

C. §46.2-926 – Pedestrians in Highways

Pedestrians cannot step into highways open to moving traffic between intersections when their presence is obscured from the vision of drivers by other vehicles or obstructions at the curb. This provision does not apply to pedestrians boarding a bus or entering a safety zone at a right angle.

D. § 46.2-808 – Prohibiting Certain Uses of Controlled Access Highways

When necessary to ensure safety, the Commonwealth Transportation board can prohibit bicyclists and pedestrians from traveling on controlled access highways. At the end of any section of a controlled access highway where use is restricted, there should be a conspicuous marker. This provision does not apply to VDOT equipment used for construction or maintenance, or to equipment for which a permit has been obtained for operation on a controlled access highway. Anyone violating this section will be found guilty of a traffic infraction.

⁴ §15.2-2200 - This chapter is intended to encourage localities to improve the public health, safety, convenience and welfare of its citizens and to plan for the future development of communities to the end that transportation systems be carefully planned; that new community centers be developed with adequate highway, utility, health, educational, and recreational facilities; that the need for mineral resources and the needs of agriculture, industry and business be recognized in future growth; that residential areas be provided with healthy surroundings for family life; that agricultural and forestal land be preserved; and that the growth of the community be consonant with the efficient and economical use of public funds.

E. §46.2-932 – Playing On Highways and Riding Attached to Vehicles

No one should play on any highway outside the city or town limits designated by the Commonwealth Transportation Commissioner as exclusive for vehicular travel. On these highways, prohibiting play means that no one should use roller skates, skateboards, toys, or any other devices on wheels, except for bicycles. Counties, cities, and towns can designate certain areas on highways under their control where playing is allowed; they can also restrict playing on such highways. In spite of this, any county with a population between 170,000 and 200,000 can by ordinance allow the use of devices on wheels or runners on highways under the county's control, but this is subject to limitations and conditions the governing body finds necessary and sensible.

Pedestrians are not to attach themselves to a vehicle.

F. §46.2-929 – Pedestrians Soliciting Rides

Pedestrians are not to stand or stop in a roadway to solicit rides.

2. How to Cross

A. §46.2-923 – Crossing Highways

When crossing highways, pedestrians should not carelessly or purposefully interfere with the orderly flow of traffic. They should cross at intersections or marked crosswalks wherever possible.

When intersections do not have marked crosswalks, pedestrians cannot be found guilty of negligence when crossing these intersections or when crossing between intersections by the most direct route. Towns, cities, or counties authorized by law to regulate traffic can allow pedestrians to cross an intersection diagonally when all traffic entering the intersection is stopped by traffic control devices or by a law-enforcement officer.

Pedestrians have the right-of-way when crossing, but should use caution by looking left, then right, and left again to see oncoming traffic. Do not cross if it will interrupt the flow of traffic (see §46.2-924 in Appendix A).

B. \$46.2-925 - Pedestrian Control Signals

When a pedestrian control signal displays "Walk", pedestrians facing the signal may cross the highway towards the signal. Pedestrians crossing a signalized intersection have the right-of-way, so motorists and bicyclists should yield to the pedestrians. When the signal displays "Don't Walk", pedestrians should not start to cross the highway; however, if pedestrians have partially completed crossing while the "Walk" signal was displayed, they can continue to walk to the sidewalk or island while the "Don't Walk" signal is displayed.

3. RIGHT-OF-WAY

A. §15.2-2028 – Regulation of Traffic

All localities can regulate and control the operation or vehicles and bicycles, and the movement of vehicular and pedestrian traffic on streets, highways, roads, alleys, bridges, viaducts, subways, underpasses, and all other public places, as long as it does not conflict with the provisions in \$46.2-1300.

4. PEDESTRIANS WITH DISABILITIES

A. §51.5-44 – Persons with Disabilities

Those with a disability have the same rights as people without disabilities to access streets, highways, sidewalks, walkways, public buildings, public facilities, and other public places⁵. There is to be no discrimination against a person with a disability; they are entitled to full and equal accommodations, advantages, facilities, and privileges of all modes of transportation and all establishments open to the general public.

1. Transportation

All towns, cities, and counties are to ensure that people with disabilities have access to public transportation in their jurisdictions by using the same transportation facilities or carriers open to the general public and/or by providing paratransit or special transportation service. The citizens unable to use the service for the general public in their jurisdiction due to their disabilities are eligible to use paratransit or special transportation service. The fee for a person with a disability should be equal to the fee charged to the general public for carriers available to the general public. Paratransit and special transportation service for those with disabilities should charge fees comparable to those charged to the general public for similar services; the type of trip, length, and time can be taken into account. The difference between special service fares and regular service fares is justifiable in terms of differences between the two services.

This section should not be interpreted to mean that retrofitting public transit equipment is required; it also does not require retrofitting, renovating, or altering buildings or places to an extent more strict than what is required by the building code in effect at the time the building permit was issued.

2. Guide Dogs

Every totally or partially blind person can be accompanied by a dog in a harness that has been trained as a guide dog. Every deaf or hearing-impaired person can be accompanied by a dog on a blaze orange leash that has been trained as a hearing dog. A "hearing dog" is defined as a dog that has been trained to alert its owner by touch to sounds of danger and sounds that the owner should respond to. Every mobility-impaired person can be accompanied by a dog in a harness or backpack that has been trained as a service dog. Those who are "mobility-impaired" have completed training to use their dog to help them due to their inability to move without the aid of crutches, a wheelchair, or another form of support due to limited ability to walk, climb, descend, sit, rise, or any other related movements.

A "service dog" is defined as a dog trained to carry items, retrieve objects, pull a wheelchair, and other activities to support their owners. Without paying an additional fee, the hearing-impaired, mobility-impaired, and blind can bring their trained dogs with them on common carriers, airplanes, motor vehicles, railroad trains, motor buses, streetcars, subways, boats, other modes of transportation, restaurants, hotels, lodging, public places, amusements, resorts, and all other areas open to the general public (subject to the limitations established by law for all persons). However, these persons are liable for any damage to the premises or

⁵ Note the contradiction with \$46.2-677 which states that self-propelled wheelchairs are not to be operated on a public highway in the Commonwealth except to the extent necessary to cross the highway.

facilities caused by their trained dogs. The provisions in the section also apply to people accompanied by a dog that is in training, at least six months old, and is in a harness (and the person is an experienced trainer of guide dogs), on a blaze orange leash (and the person is an experienced trainer of hearing dogs), in a harness or backpack (and the person is an experienced trainer of service dogs), or wearing a jacket identifying the guide, hearing, or service dog organization (and the person is an experienced trainer at the organization identified on the dog's jacket).

BICYCLES

Below is an accounting of the bicycle⁶ rules and regulations that exists within the Virginia Code. Bicycle-related codes are found in Article 12 comprising of predominantly sections \$46.2-903-\$46.2-908.1 inclusive. A matrix of all codes discussed below can be found in **Appendix A** verbatim and in numerical order. Any interpretation of code is presented in italics.

A. Virginia Code

1. CORE RULE

A. §46.2-800 – Bicyclists Must Follow the Same Rules as Motorists

Bicyclists are required to follow the provisions of this chapter in addition to the rules outlined for motorists. They have the same rights and duties as motorists, except if the language of the provision clearly states otherwise. The provisions in §46.2-920 (see Appendix A) regarding emergency vehicles also applies to bicycles operated by law enforcement in similar emergency situations. All bicyclists should familiarize themselves with the rules and regulations as outlined in the Motorists section above.

2. AFTER PURCHASING

A. §15.2-1720 - Bicycle Licenses

Currently there is not a statewide law requiring the issuance of bicycle licenses. Localities can require all resident bicycle owners to obtain a license and attach a license plate, tag, and/or other identifiers to the bicycle. The locality may also prescribe a license fee and application forms. The locality may also prescribe penalties for operating a bicycle on public roads or streets without a license plate, tags, etc.

B. \$46.2-908 – Registering a Bicycle

Currently, there is not a statewide law requiring the registration of a bicycle. Once a bicycle purchase has been made, the owner can register the bike's serial number with the local law enforcement agency where the owner resides. *By registering the bicycle, if stolen and recovered, registration facilitates the return of the bicycle to the owner.*

3. BEFORE RIDING

A. §46.2-906.1 – Bicycle Helmets

Currently, there is not a statewide law requiring the use of helmets while riding. Local ordinances can require bicyclists to wear helmets. Any county, city, or town can require children 14 years old and younger to wear a helmet that meets at least the Consumer Product Safety Commission (CPSC) standard when riding on highways, sidewalks, or bicycle paths. Violating an ordinance regarding helmets is punishable by a \$25 fine. This fine will be suspended for first-time violators

⁶ For this report, when the word "bicycle" is used, it refers to the use of a bicycle, electric personal assistive mobility devise, electric power-assisted bicycle, and moped, motorized skateboards or scooter, motor-driven cycles, electric power-assisted bicycle, and/or a moped.

and for violators who have purchased a helmet that meets the ordinance's requirements after the violation, but before the imposition of the fine. Violating an ordinance regarding helmets is not considered negligent or assuming risk; it cannot excuse damages, be admitted as evidence, or be discussed by counsel in the recovery of damages while operating the bicycle. Items discussed in this section should not change any existing laws, rules, or procedures pertaining to civil action.

B. \$46.2-1066 – Bicycle Brakes

All bicycles should be equipped with a brake that an operator can use to make the braked wheels skid on dry, level, clean pavement.

C. §46.2-1015 – Bicycle Lights

Bicyclists riding between sunset and sunrise must have a functioning white headlight on the front of their bicycle that is visible in clear weather from at least 500 feet away. They must also have a red reflector on the back of their bike so that vehicles approaching from behind can see the reflector from at least 600 feet away. The light and reflector brands must be approved by the Superintendent. All bicycles, or their riders, should be equipped with a taillight in the back emitting a red light visible in clear weather from at least 500 feet away when it is between sunset and sunrise and when riding on a highway with a speed limit of 35 mph or more. The taillight product must also be approved by the Superintendent.

In addition to these requirements, bicyclists are allowed, but not required, to wear lights or reflectors on their person or equip their bicycles with reflectors or lights, which can be steady burning or blinking.

4. How to Ride

A. §46.2-846–Required Position and method of turning

While traveling on roadways, it is the bicyclist's responsibility to read signs and be aware of local regulations and conditions. In some areas of Northern Virginia, it is commonplace to encounter one-way streets where turning is prohibited; if a bicyclist is inattentive and ignore signs prohibiting turns, they could put themselves in extremely dangerous situations for themselves and others.

When turning right, motorists are to stay as close to the right curb or edge of the roadway as possible to avoid entering another traffic lane. And when turning left on a two-way roadway, motorists should approach the center of the intersection towards the right side and make a gradual left turn while they are approaching the center of the intersection so that they never meet with those traveling in the opposite direction turning left. When one-way roads meet at an intersection, the driver intending to turn left should turn from the leftmost lane and proceed to the adjacent roadway's leftmost lane, as long as the driver is following the correct direction of traffic. However, if there are signs or pavement markings, drivers are to obey these signs and markers, not the instructions mentioned above.

B. §46.2-847 – Bicyclists Turning Left

When bicyclists turn left, they should either follow instructions described in \$46.2-846 (above) or make the turn as suggested in this section.

Approach the turn as close as possible to the right curb or edge of the roadway.

- After proceeding across the intersecting roadway, the bicyclist should obey traffic signs or signals and continue the turn as close as possible to the right curb or edge of the roadway being entered.
- The Commonwealth Transportation Board and local authorities can have official traffic control devices be placed at intersections to direct turning bicyclists to take a specific course. If this device is present, bicyclists must only follow the directed course.

C. \$46.2-848 – Making a Change in Movement

When backing, stopping, turning, or veering, bicyclists (and motorists) are required to signal their intentions to others on the road that could be affected by the change in movement. Before signaling, the bicyclist must first check to verify that such a movement can be safely made. If it cannot, the cyclist must wait until it is safe to move and signal. By signaling, bicyclists (and motorists) are able to communicate their intentions to others, so they are prepared to slow down or make adjustments on the road to account for the expected movement.

D. \$46.2-849 - Signaling a Movement

Signals discussed in \$46.2-848 should be given by the left hand and arm or by a mechanical device approved by the Superintendent. When giving a signal by means of the hand and arm to indicate the intention to start, stop, turn, or partly turn, bicyclists should extend their left arm beyond the left side of the vehicle.



To turn left or pull left, the arm should extend straight out to the left so it is at shoulder level. To turn right or move right, the arm should be level to the shoulder and the hand should be pointed upwards. To slow down or stop, the arm should be extended downward.



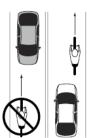
In spite of these provisions, a bicyclist may also signal a right turn and a partial right turn by extending the right arm horizontally so it is level with the shoulder. To slow down or stop, the bicyclist may also signal with their right hand by extending it downward.



Signals should be given continuously for a minimum of 50-feet before making a movement on the road. For roadways with speed limits 35 mph or higher, signals should be given continuously for at least 100 feet. If both hands are needed to control the bike, signals are not required to be given continuously.

E. \$46.2-907 – Passing Vehicles

Bicyclists can pass another vehicle on either the left or the right side by staying in the same lane as the passed vehicle, changing to a different lane, or riding off the roadway in order to pass safely. Passing vehicles should only be done when it is safe to do so.



The only instance when a bicyclist can ride between two lanes of traffic moving in the same direction is when one lane is a separate turn lane or a mandatory turn lane.

Except for what is mentioned in this section, bicyclists should follow the same rules as motorists when passing vehicles.

F. §46.2-906 – Carrying Belongings or Passengers on a Bicycle

Bicyclists carrying an article or package must still be able to keep at least one hand on the handlebars.

If a bicycle was built for one person, it should be ridden by only one person. Doing otherwise could interfere with line of sight and the ability to control the bike. However, seats or trailers designed to carry children under the age of six are acceptable to attach to the bike when an adult is riding.

G. \$46.2-1078 - Earphones

It is against the law to operate a bicycle (as well as a motor vehicle) while using earphones on or in both ears. Exceptions (such as hearing aids, etc) to this rule are listed in **Appendix A**.

5. WHERE TO RIDE

A. § 46.2-808 – Prohibiting Certain Uses of Controlled Access Highways

When necessary to ensure safety, the Commonwealth Transportation board can prohibit bicyclists and pedestrians from traveling on controlled access highways. At the end of any section of a controlled access highway where use is restricted, there should be a conspicuous marker/sign. This provision does not apply to VDOT equipment used for construction or maintenance, or to equipment for which a permit has been obtained for operation on a controlled access highway. Anyone violating this section will be found guilty of a traffic infraction.

B. §46.2-904 - Bicycles on Sidewalks, Crosswalks, and Shared-Use Paths

Local ordinances can prohibit bicyclists from riding on designated sidewalks and crosswalks in areas such as churches, schools, recreational facilities, and business properties. Signs indicating this restriction should be clearly posted in general areas where bicyclists are prohibited. Bicyclists must also obey traffic control devices indicating that bicyclists are prohibited from using a sidewalk or crossing a roadway.

Bicyclists riding on sidewalks, crosswalks, and shared-use paths should yield to pedestrians' right-of-way, and when passing a pedestrian, bicyclists must give an audible signal, such as "On your left," to warn pedestrians of their approach. When a bicyclist is riding on a sidewalk, crosswalk, or shared-use path, they have the rights and responsibilities of a pedestrian.

A violation to any of the above could result in a civil penalty of no more than \$50.

C. §46.2-905 – Bicycles on Roadways and Bike Paths

Unlike pedestrians, bicyclists should ride with the flow of traffic, not against it. *In fact, riding against traffic for bicyclists has been proven to be more dangerous because of several factors such as decreased reaction time and poor visibility for turning vehicles.*

If a bicyclist is traveling slower than the rest of traffic, they should ride as close to the right curb or edge of the roadway as possible, except when:

- Passing another vehicle going in the same direction
- Taking a left turn at an intersection or into a private road or driveway
- Avoiding obstacles including, but not limited to, fixed or moving objects or vehicles, pedestrians, animals, surface hazards (i.e., potholes), or substandard width lanes that make it difficult to ride along the right edge or curb. A substandard width lane is a lane that is too narrow for a bicycle to safely pass side by side within the lane.

- Riding in a lane that must turn right when the bicyclist intends to go straight
- Riding on a one-way road. In this case, bicyclists can ride on the left edge of the roadway as well, but always with the flow of traffic.

A maximum of two bicyclists can ride side-by-side in a lane; riding side-by-side is only acceptable when it does not interfere with the flow of traffic; if the two bicyclists are being passed by a faster-moving vehicle, they should change formation to ride single-file as soon as possible to avoid interrupting traffic. On lane roadways, bicyclists should ride in a single lane.

D. § 46.2-908.1 – Miscellaneous Vehicles

Electric personal assistive mobility devices, motorized skateboard or scooters, and electric bicycles should never be ridden faster than 25 miles per hour and should be equipped with spill-proof, sealed, or gel batteries. The equipment listed above should only be operated by someone who is at least 14 years old; if someone is younger than 14 years old, they must be closely supervised by an adult (someone at least 18 years old). These vehicles should only be used on sidewalks, but can be operated on highways when a sidewalk is not present or when sidewalk use is clearly prohibited as indicated on a sign. These vehicles may also use crosswalks.

E. §46.2-932 – Playing On Highways and Riding Attached to Vehicles

No one should play on any highway outside the city or town limits designated by the Commonwealth Transportation Commissioner as exclusive for vehicular travel. On these highways, prohibiting play means that no one should use roller skates, skateboards, toys, or any other devices on wheels, except for bicycles. Counties, cities, and towns can designate certain areas on highways under their control where playing is allowed; they can also restrict playing on such highways. Notwithstanding the above, any county with a population between 170,000 and 200,000 can by ordinance allow the use of devices on wheels or runners on highways under the county's control, but this is subject to limitations and conditions the governing body finds necessary and sensible.

Bicyclists are prohibited from hitching a ride by attaching their bicycles or themselves to another vehicle on the road.

B. Local Rules

Some rules of the road are determined by local jurisdictions. These local rules include:

- ◆ Helmet laws Helmet usage by those less than 14 years of age differs by locality. Violation of this ordinance is punishable by a \$25 fine if the local regulation exists (\$46.2-906.1)
- Riding on sidewalks (§46.2-903). Some localities restrict riding on sidewalks. Signage designating no riding on sidewalks should be present.
- Registering bicycles (§46.2-908). Some localities require registering bicycles. This is a good habit to get into whether required or not.
- Licensing bicycles (§15.2-1720). Some localities license bicycles like any other vehicle.
- Bicycle parking (§46.2-1305). Some localities restrict where bicycles can park.

Check with your local jurisdictions for these items and other rules and regulations.

VEHICLES

This section provides an accounting of the vehicle rules and regulations that exists within the Virginia Code. A matrix of all codes discussed below can be found in **Appendix A** verbatim and in numerical order. Any interpretation of code is presented in italics. Following the rules and regulations related to Vehicles, a section specific to rules for young drivers as reported in the Virginia Department of Motor Vehicles Driver's Manual is presented along with additional safety tips.

C. Virginia Code

1. WHERE TO DRIVE

A. \$46.2-903 – Keep off the Sidewalk

The only vehicles (besides bicycles) allowed on sidewalks are emergency vehicles, vehicles meant to remove snow and ice, wheelchairs (both electric and self-propelled), power-assisted bicycles, and electric personal mobility devices (*i.e.*, the tourist-friendly Segway).

B. \$46.2-857 – One Lane Means One Vehicle

If drivers ride side-by-side in one lane, they will be found guilty of reckless driving. This rule, however, does not apply to vehicles traveling in the same lane as bicycles; it also does not apply to authorized vehicles in parades, motorcades, and motorcycle escorts.

C. \$46.2-1219.1 – Cruising

Counties, cities, and towns can prohibit, by local ordinance, the stopping or parking of vehicles in parking areas or driveways of shopping centers, apartment complexes, and office complexes. In order to establish and enforce this regulation, the owner or manager of the area must apply in writing to the chief law enforcement officer or other designated official.

• Cruising ordinance: Motorists are not permitted to drive past a traffic control point three or more times within a two-hour period from 6:00 PM to 4:00 AM in a no cruising area

This no-cruising ordinance does not apply to in-service emergency vehicles, taxicabs, buses, and other vehicles being used for business purposes.

Every entranceway to a no-cruising area should have a sign posted indicating that it is a no-cruising area and listing times it is in effect. "Traffic control points" are established by the local law-enforcement agency as a means to monitor cruising. After a vehicle has passed this point for the third time in a two-hour period, a law-enforcement officer can charge the violation on the traffic ticket (See Appendix C for example of fines) and may, if the motorist is convicted of violating the ordinance, be subject to a \$25 fine. Any violations after the first are punishable by a fine between \$50 and \$100, but the violator will not receive demerit points.

2. CROSSING INTERSECTIONS

A. §46.2-821 – Intersections

As motorists approach an intersection with stop signs, they must stop at the marked stop line; if there is no stop line, they should stop before entering a crosswalk, and if there is no marked

crosswalk, they should stop at the closest point of the intersection where the driver can see traffic approaching the intersection. At such intersections, the motorist must yield to the right-of-way to other drivers approaching from either direction. If there is a "Yield" sign posted, the motorist should reduce their speed and yield the right-of-way; the driver should also stop at a marked stop line or crosswalk if required for safety.

3. TURNING AND MAKING A MOVEMENT

A. §46.2-846 - Turning

While traveling on roadways, it is the motorist's responsibility to read signs and be aware of local regulations and conditions. In some areas of Virginia, it is commonplace to encounter one-way streets where turning is prohibited; if motorist are inattentive and ignore signs prohibiting turns, they could put themselves in extremely dangerous situations for themselves and others.

When turning right, motorists are to stay as close to the right curb or edge of the roadway as possible to avoid entering another traffic lane. And when turning left on a two-way roadway, motorists should approach the center of the intersection towards the right side and make a gradual left turn while they are approaching the center of the intersection so that they never meet with those traveling in the opposite direction turning left. When one-way roads meet at an intersection, the driver intending to turn left should turn from the leftmost lane and proceed to the adjacent roadway's leftmost lane, as long as the driver is following the correct direction of traffic. However, if there are signs or pavement markings, drivers are to obey these signs and markers, not the instructions mentioned above.

B. \$46.2-848 - Signaling a Movement

When preparing to reverse, stop, turn, or partly turn, motorists must make sure it is safe to do; once they verify that it is safe to make a movement, they must signal their intention to other vehicles that could be affected by the movement. *In other words, a driver should look before signaling.*

C. §46.2-1066 - Brakes

All motor vehicles driven on a highway must be equipped with brakes that can slow down and stop the vehicle. The brakes should be checked regularly to verify that they are in good working order.

4. TRAFFIC LIGHTS, SIGNS, AND SIGNALS

A. \$15.2-2028 – Regulation of Traffic

All localities can regulate and control the operation or vehicles and bicycles, and the movement of vehicular and pedestrian traffic on streets, highways, roads, alleys, bridges, viaducts, subways, underpasses, and all other public places, as long as it does not conflict with the provisions in \$46.2-1300.

B. §46.2-835 – Turning Right on a Red Light

Along with other states in the U.S., Virginia allows right turns on red lights, but only when turning will not disrupt the natural flow of traffic. To ensure that there will be no disruption, motorists must treat the red light as if it were a stop sign, pausing to survey approaching traffic

and then proceeding when safe to do so. However, if there is a sign posted at the intersection prohibiting right turns on red, this must be obeyed. Motorists should also yield to the right-of-way of pedestrians crossing the intersection. Oftentimes there are conditions to turning on red lights posted at the intersection; be aware of signs prohibiting right-turns during certain times of day or when pedestrians are present at the crosswalk.

C. \$46.2-1300 - Local Signs

Counties, cities, and towns can repeal, amend, or modify the ordinances mentioned in this section, but cannot conflict with them. Local authorities can place signs or markers displaying general regulations on highways; for example, they can reduce the speed limit for no more than 60 days while construction or work is being done on the highway. These localities can also increase or decrease the speed limit within their boundaries based on engineering or traffic investigation data as long as the speed limit is clearly displayed on signs or markers. If an intersection is located in a town that has a population of less than 3,500, the town could require coming to a full stop and yielding to the right-of-way. When the county, city, or town provision is violated, the penalty must be equal or less than the penalty for committing a similar offense.

If a sign or marker indicating the local regulations is missing, considerably defaced, or obscured to the point where a typically observant driver would not notice it, the person who has violated the sign regulation cannot be held responsible. Counties whose roads fall under the Department of Transportation's jurisdiction cannot call for, in terms of distance from a school, the installation of flashing warning lights unless the Department of Transportation has authorized it.

D. §46.2-833 – Traffic Lights (Steady and Flashing)

When a traffic light is red, motorists should stop and remain stopped as long as the red signal is shown facing their direction (except if there is a green arrow or if it is allowable to make a legal right turn on red after coming to a complete stop). When a green light is displayed, it communicates that it is safe to drive straight through the light without pausing, except if a pedestrian or other vehicle with right-of-way is present. Yellow lights indicate that the signal is about to change to red and any vehicles that have not already entered the intersection, including a crosswalk, should stop if it is safe to do so; those who have already entered the intersection when the light turns yellow can continue driving through the intersection.

When traffic lights are flashing, there is new meaning to the colors. A flashing red light should be treated as a stop sign; and a flashing yellow right instructs motorists to use caution when proceeding through the intersection. If there is a power outage or if traffic lights are not working, motorists should treat the out of service traffic lights as stop signs in all directions.

Violating any provisions in this section could result in a fine of no more than \$350. However, the instructions in this section do not apply when intersections are controlled by portable stop signs or law-enforcement officers or other authorized persons directing traffic. If a motorist violates this section and it is witnessed by an officer in uniform who displays his badge or if it has been communicated to another officer by the officer who witnessed it, the motorist can be detained or arrested. For the latter, the officer who has witnessed the violation must communicate a radio message immediately after the violation is observed and must identify the motorist by providing the license plate number or other vehicle identification to the detaining officer.

E. \$46.2-836 – Turning Left on a Red Light

Notwithstanding the provisions as denoted in §46.2-833 above, and except where signs prohibit turns on steady read, if a vehicle is traveling on a one-way street and intersecting another one-way street, the driver, after completing a full stop, may cautiously enter the intersection and make a left turn onto another one-way street. Such turning vehicles shall yield the right-of-way to pedestrians and other traffic using the intersection.

5. YIELDING

A. §46.2-924 – Stop for Pedestrians

Motorists should always yield to pedestrians when they are walking in a marked crosswalk, at an unmarked crosswalk (at an intersection), and at any intersection where the speed limit is 35 mph or less. While pedestrians should not ignore approaching traffic while crossing, motorists should slow down, change their course, or stop to allow pedestrians to cross safely. When law enforcement is directing traffic or when traffic control lights signal right-of-way, the driver should obey the enforcement officer or device. Motorists should be aware of shared use path crossings and marked crosswalks whether they are mid-block or at intersections. If a stop sign is located on the shared use path and a marked crosswalk is shown on the roadway, the path user must stop and proceed to the marked crosswalk. The vehicle should then yield the right-of-way to the path user. At all times, the path user should proceed across the roadway with caution and only when vehicles have stopped or it is clear for the bicyclist/pedestrian to cross.

Counties, cities and towns that meet the legislation requirements can install and maintain highway signs at marked crosswalks requiring motorists to yield to pedestrians attempting to cross a highway. Failure to yield can result in a traffic infraction with a fine of at least \$100 to a maximum of \$500. This provision does not apply to limited access highways.

B. \$46.2-933 – Allow those with Impaired Vision to Cross

When a totally or partially blind person is guided by a dog or using a cane (metallic or white in color and with or without a red tip) and is crossing a highway, approaching vehicles must come to a complete stop. Failure to do so could result in a Class 3 misdemeanor. The only exception to this rule is when a law-enforcement office is directing traffic or when a traffic light is present.

C. §46.2-826 – Exiting/Entering a Driveway

As motorists exit/enter driveways or private roads onto/from highways, they must stop and yield the right-of-way to those utilizing on the sidewalk (pedestrian or bicyclist), or other vehicles utilization the highway. This provision does not apply to intersections controlled by a traffic light (if the traffic light shows green, the vehicle can proceed without yielding the right-of-way). Motorists should also be aware of a bicycle paths when turning onto side streets and driveways, and when parking to avoid abruptly entering a cyclist's path.. Exception – for those locations where stop signs or stop bars are located on the sidewalk or shared-use path, users must obey these signs/pavement markings. Once the path user has stopped and proceeded to the marked crosswalk, the vehicles should yield the right-of-way. At all times, the path user should proceed across the roadway with

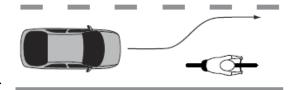
caution and only when vehicles have stopped or it is clear for the bicyclist/pedestrian to cross (see §46.2-924).

6. PASSING

A. §46.2-839 – Passing a Bicyclist

To safely pass a bicycle riding on the far right side of the roadway, motorists should reduce speed as necessary and maintain at least two feet of distance between their vehicle and the bicyclist; however, three feet should be provided when possible. Bicyclists are to be treated as motorists, so

the same guidelines for passing vehicles should be followed. For example, those overtaking and passing a bicyclist (and a motor vehicle) should not proceed back to the right side of the highway until safely clear of the bicycle (or motor vehicle).



B. § 46.2-856.1 - Passing Two Vehicles Abreast

If two vehicles are riding side-by-side, it is illegal to pass or attempt to pass them. This rule does not apply if the highway has separate roadways of three or more lanes for each travel direction or if the highway or street is one-way. It also does not apply if the vehicles riding side-by-side are bicycles, or if a bicyclist is passing two other vehicles riding abreast.

7. DISTRACTED DRIVING

Distracted driving is a common trap for motorists, and it is a major contributor to crashes. It can be prevented by focusing on the road at all times, making seat and mirror adjustments before turning on the ignition, and preselecting music before getting on the road.

A. \$18.2-266 - Driving Under the Influence

It is illegal to operate a motor vehicle when:

- ♦ Blood alcohol concentration is 0.08 percent or more
- Under the influence of alcohol
- Under the influence of narcotics or any other drug/s that impairs the motorist's ability to drive safely
- Under the influence of both drugs and alcohol
- ◆ Blood concentration measures at least: 0.02 milligrams of cocaine per liter of blood, 0.1 milligrams of methamphetamine, 0.01 milligrams of phencyclidine, or 0.1 milligrams of 3,4-methylenedioxymethamphetamine.

B. §46.2-1078 - Earphones

Due to the inability to hear (for example, a car horn) when wearing earphones, motorists are prohibited from driving with earphones in or on both ears. This rule applies to bicyclists as well. Exceptions (such as hearing aids, etc) to this rule are listed in **Appendix A**.

C. § 46.2-1078.1 – Messaging on Communication Devices

Text messaging and emailing on handheld personal communication devices has recently been banned in Virginia due to accidents and "close-calls" resulting from distracted driving. This restriction does not include scrolling though names and numbers already stored in the electronic device or reading caller identification information. In addition, this law does not apply to

emergency vehicle operators, motorists who are parked or legally stopped, motorists inputting data into a GPS or digital dispatch system, and motorists reporting an emergency.

Motorists failing to obey this section can receive a citation if the law-enforcement officer has stopped the motorist for another violation of the Virginia Code or a local regulation. Those found guilty of messaging while driving are required to pay a fine of \$20 for a first-time offense and \$50 for subsequent offenses.

8. MISCELLANEOUS VEHICLES

A. § 46.2-908.1 – Miscellaneous Vehicles

Electric personal assistive mobility devices, motorized skateboard or scooters, and electric bicycles should never be ridden faster than 25 miles per hour and should be equipped with spill-proof, sealed, or gel batteries. The equipment listed above should only be operated by someone who is at least 14 years old; if someone is younger than 14 years old, they must be closely supervised by an adult (someone at least 18 years old). These vehicles should only be used on sidewalks, but can be operated on highways when a sidewalk is not present or when sidewalk use is clearly prohibited as indicated on a sign. These vehicles always have permission to use crosswalks.

B. § 46.2-915.1 – All Terrain Vehicles

All-terrain vehicles should not be operated:

- On public highways and public property (except when it is appropriately authorized, when it is necessary to cross a highway by the most direct route, and when emergency response teams are responding to a call).
- By anyone younger than 16 years old (except for children 12 to 16 years old operating vehicles powered by engines of no more than 90 cubic centimeters displacement and children less than 12 years old operating vehicles with engines of no more than 70 cubic centimeters displacement.
- By anyone not wearing a helmet brand that has been approved by the Superintendent of State Police for motorcycle operation.
- On another person's property unless they have written consent from the property owner or it is authorized by law.
- With a passenger onboard, unless the vehicle is designed to seat more than one rider.
- Exceptions for those vehicles operated in Buchanan County, VA are designated in Appendix A.

Nothing noted above can be interpreted to mean that all-terrain vehicles must comply with lighting requirements in this title. Retailers selling all-terrain vehicles must affix decals or stickers stating all-terrain prohibitions and must be approved by the Superintendent of Virginia State Police.

Violating this section is not considered negligence and cannot be used as evidence for the recovery of damages. However, violations could result in a civil penalty of no more than \$500. All-terrain vehicles being used for agricultural activities or being operated on private property are exempt from the rules in this section.

9. LOCAL ORDINANCES

A. §46.2-1305 – Residential Subdivisions

Counties, cities, and towns that have adopted ordinances under the provisions of \$15.2-2200⁷ can post and maintain signs and markings regulating the operation of vehicles and pedestrian traffic on roadways and parking areas not owned by the public. They may also apply these regulations to existing and future residential subdivisions.

B. §46.2-1051 - Miscellaneous Vehicles Near Residential Areas

Governing bodies in any county, city, or town located in the Northern Virginia Planning District can provide by ordinance that no person should operate a moped, motorcycle, trail-bike, go-cart, electric bicycle, or all-terrain vehicle on a highway or on public or private property within 500 feet of a residential district unless it is equipped with a standard exhaust system, in good working condition, and in constant operation to prevent loud noise.

C. § 33.1-13.1 – Protecting Motorcyclists' Rights

The Commonwealth Transportation Board, the Commonwealth Transportation Commissioner, and the Virginia Department of Transportation are prohibited from discriminating against motorcycles when formulating policy and regulations, as well as when planning, designing, maintaining, and allocating funds. These political subdivisions may not restrict motorcycle access (but allow other vehicles) on any highways, bridges, tunnels, or any other transportation facilities.

D. Virginia Department of Motor Vehicles Driver's Manual - Specific Rules for Young Drivers

Due to crash data recorded over the years, the Virginia Department of Motor Vehicles has several restrictions specifically for teenage drivers (meaning under 18 years of age) to reduce their chances of being involved in a crash. It has been recorded that more fatal crashes involving young drivers occur during the summer months than any other time of year, and it has been estimated that teens drive 44% more during their summer vacations. Fifty young adults (aged 15-19 years old) died in car accidents in Virginia between May 2007 and August 2007. By educating teens about these restrictions through the Driver's Manual when they study and apply for their learner's permit or driver's license, the DMV hopes to reduce the chance that young drivers will find themselves in situations that commonly lead to fatalities. Below are the restrictions as shown in the DMV Drivers Manual and denoted in Virginia Code §46.2-334:

• Curfew: Drivers under 18 years old are not permitted to drive between midnight and 4 AM, except when there is an emergency, when on-duty as a firefighter or rescue team volunteer, when traveling to/from work or school-sponsored events, and when accompanied by a parent or an adult in place of a parent.

⁷ §15.2-2200 - This chapter is intended to encourage localities to improve the public health, safety, convenience and welfare of its citizens and to plan for the future development of communities to the end that transportation systems be carefully planned; that new community centers be developed with adequate highway, utility, health, educational, and recreational facilities; that the need for mineral resources and the needs of agriculture, industry and business be recognized in future growth; that residential areas be provided with healthy surroundings for family life; that agricultural and forestal land be preserved; and that the growth of the community be consonant with the efficient and economical use of public funds.

- Passengers: Drivers who are under 18 and have held their license for less than a year are only permitted to have one passenger in their car at a time. No more than three passengers are permitted in a car being operated by a driver who has held their license for at least one year and is under 18. Family members are not included in these passenger restrictions.
- Cell Phone Use: If a driver is under 18 years old, they are prohibited from using cellular phones and wireless communications devices. Text messaging is prohibited, as well as talking on a phone, regardless of whether the device is hand-held or hands-free. This restriction does not apply when a vehicle is stopped or pulled over in an emergency situation.
- Zero Tolerance for Alcohol: Since the legal drinking age nationwide is 21 years old, drinking as a minor is not tolerated whatsoever. If convicted for driving while having a BAC between 0.02 and 0.08 percent, the ramifications include: loss of driving privileges, a minimum fine of \$500, and at least 50 hours of community service.

Failure to obey the passenger or curfew restrictions could result in the suspension of a young driver's license.

CONFLICT AREAS/RECOMMENDATIONS

As with any set of rules and regulations there are areas of conflict or discontinuity that can be seen. This section attempts to provide a list of them.

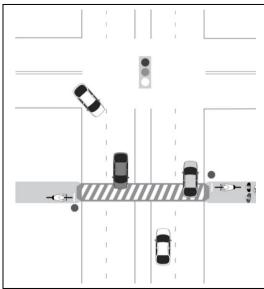
A. Right of way at shared use paths with marked crosswalks.

\$46.2-924 – DRIVERS TO STOP FOR PEDESTRIANS; INSTALLATION OF CERTAIN SIGNS; PENALTY

Section \$46.2-924 states that a driver shall yield the right-of-way to any pedestrian (and/or bicycle) crossing such highway at any clearly marked crosswalk, whether at mid-block or at the end of any block. Further in the section it states that notwithstanding the provisions of subsection A, at intersections or crosswalks where the movement of traffic is being regulated by law-enforcement officers or traffic control devices, the driver shall yield according to the direction of the device. (See figure to the right)

Therefore, it can be interpreted that pedestrians/bicycles utilizing the shared use path should stop and wait for sufficient gaps in the traffic to cross. It can also be interpreted that motorists should yield to path users once the user has stopped and proceeded to the marked crosswalk.

One recommendation for this type of conflict would be to place pressure plates along the path between the stop sign and the crosswalk. "Yield to pedestrians when flashing" signs would also be placed on the roadway in either direction. This would provide for safety of the path users (stopping prior to crossing a roadway) while also providing for the yielding of vehicles when path users are present at the crosswalk.



B. Must Vehicles Stop or Yield to Pedestrians at Crosswalks?

§46.2-924 – DRIVERS TO STOP FOR PEDESTRIANS; INSTALLATION OF CERTAIN SIGNS; PENALTY

Section §46.2-924 states in the title that the driver is to "stop" for pedestrians. In the first line of the code it states, "the driver of any vehicles on a highway shall yield the right-of-way to any pedestrian...." Either the title of the code or the text of the code should be changed for consistency.

C. What to Do when Pedestrian Head Blinks "Don't Walk"?

\$46.2-925 – PEDESTRIAN CONTROL SIGNALS

Section §46.2-925 provides the direction for pedestrians when the pedestrian head is in the "walk" or the "don't walk" phase but not when it is in the flashing "don't walk" phase. Other states and cities (Indiana, Oregon, Seattle, Denver, San Francisco, Montgomery County, etc) have added additional text to denote that a flashing or steady walk means a pedestrian facing the sign may proceed across

the roadway in the direction of the signal and vehicles shall yield the right-of-way. Flashing or steady "don't walk" is meant to imply a pedestrian may not start to cross the roadway in the direction of the signal. A pedestrian who has partially completed crossing on the "walk" signal shall proceed to the sidewalk or safety island while the "don't walk" signal is showing.

Currently, Northern Virginia is in the process of replacing pedestrian head signals with countdown signals providing a visual clue as to the amount of green time left for the pedestrian to cross.

D. Cell phone usage for bicycles

\$46.2-1078.1 – USE OF HANDHELD PERSONAL COMMUNICATIONS DEVICES IN CERTAIN MOTOR VEHICLES; EXCEPTIONS; PENALTY

Section §46.2-1078.1 does not specifically state that the use of cell phones by bicyclists is illegal. It does state that it is unlawful for any person operating a moving motor vehicle on the highway to:

- Manually enter multiple letters or text as a means of communicating with another person.
- Read any email or text message does not include reading a name or number stored in the device.
- A citation can only be issued if the enforcement officer stops the driver for another violation.

Therefore, if the bicyclist is using the highway, he must adhere to the code as written, but if a bicyclist is using the sidewalk or a shared use path, it is not unlawful to utilize a cell phone and all its capabilities. Additionally, using a cell phone, without the aid of a hands-free device, results in the removal of one hand from the handlebars as well as a split in focus.

E. Segway usage

No specific designation of Segway usage within the Code of Virginia exists. Many of the Code articles refer to a personal assistive mobility device but Segways do not fit into this category given the "driver" of a Segway does not meet the requirement of an individual in need of assistance with mobility. An addition to the Code should reflect the categorization of Segway use and their rules and regulations.

ENFORCEMENT

Enforcing legislation can be difficult since many traffic violations are not witnessed by law enforcement and many are not reported by other motorists who have witnessed a violation. Red light cameras are more common than in past years, but they are not universally used due to privacy concerns and the expense of installation and maintenance. Speeding can also be enforced by aircraft, but this is expensive as well. When officers are not available to patrol troublesome areas where traffic violations are frequently committed, they often park empty police cars to deter drivers from speeding, failing to yield, etc. However, a parked police car is merely a deterrent and travelers who frequent certain roads often realize the strategy.

However, when traffic violators are cited, they can face more than just fines. Virginia's Department of Motor Vehicles has a point system to evaluate and monitor drivers to discourage repeated traffic offenses. Most points stay on a driver's record for two years, but some convictions can remain on an individual's record for a longer amount of time. Court outcomes are sent to the DMV, which then posts demerit points and the conviction to the violator's driving record that can be accessed by enforcement in the event of future violations. Some convictions do not earn demerit points, but do show up on driving records. A high number of points can result in license suspension, higher car insurance, and mandatory driver improvement clinic. See Appendix D for Virginia's Moving Violations and Point Assessment.

While the point system is more known for its demerit points, it does, however, also offer safe driving points, which are awarded for every calendar year without receiving violations or suspensions; you receive one every year and can earn up to five safety points to offset any demerit points. It is possible to order a driving record report to check current points, accident record, and license status (see link below).

http://www.dmv.virginia.gov/webdoc/citizen/records/drive_record.asp

APPENDIX A - VIRGINIA LEGISLATION

Statute	Code Verbatim
	Localities authorized to license bicycles, etc.
§ 15.2-	Localities can require every resident owner of a bicycle to obtain a license and a license plate, tag, etc to be attached to the bicycle
1720	prescribe a license fee and application forms
	prescribe penalties for operating on public roads or streets without a license plate, tags, etc.
	Regulation of traffic
§ 15.2-	Every locality may regulate and control the operation of motor and other vehicles and the movement of vehicular and pedestrian travel and traffic on streets, highways, roads, alleys,
2028	bridges, viaducts, subways, underpasses and other public rights-of-way and places, provided such regulations shall not be inconsistent with the provisions of Chapter 13
	(§ 46.2-1300 et seq.) of Title 46.2.
	Driving motor vehicle, engine, etc., while intoxicated, etc.
	It shall be unlawful for any person to drive or operate any motor vehicle, engine or train (i) while such person has a blood alcohol concentration of 0.08 percent or more by weight by
	volume or 0.08 grams or more per 210 liters of breath as indicated by a chemical test administered as provided in this article, (ii) while such person is under the influence of alcohol,
	(iii) while such person is under the influence of any narcotic drug or any other self-administered intoxicant or drug of whatsoever nature, or any combination of such drugs, to a
§ 18.2-	degree which impairs his ability to drive or operate any motor vehicle, engine or train safely, (iv) while such person is under the combined influence of alcohol and any drug or drugs
266	to a degree which impairs his ability to drive or operate any motor vehicle, engine or train safely, or (v) while such person has a blood concentration of any of the following
	substances at a level that is equal to or greater than: (a) 0.02 milligrams of cocaine per liter of blood, (b) 0.1 milligrams of methamphetamine per liter of blood, (c) 0.01 milligrams of
	phencyclidine per liter of blood, or (d) 0.1 milligrams of 3,4-methylenedioxymethamphetamine per liter of blood. A charge alleging a violation of this section shall support a
	conviction under clauses (i), (ii), (iii), (iv), or (v).
	For the purposes of this article, the term "motor vehicle" includes mopeds, while operated on the public highways of this Commonwealth.
	Policy of the Commonwealth regarding use of highways by motorcycles; discrimination by political subdivisions prohibited.
	In formulating transportation policy; promulgating regulations; allocating funds; and planning, designing, constructing, equipping, operating and maintaining transportation facilities,
§ 33.1-	no action of the Commonwealth Transportation Board, the Commonwealth Transportation Commissioner, or the Virginia Department of Transportation shall in any way have the
13.1	effect of discriminating against motorcycles, motorcycle operators, or motorcycle passengers. No regulation or action of the Board, Commissioner or Department shall have the
	effect of enacting a prohibition or imposing a requirement that applies only to motorcycles or motorcyclists, and the principal purpose of which is to restrict or inhibit access of
	motorcycles and motorcyclists to any highway, bridge, tunnel, or other transportation facility.
	Licenses issued to persons less than 19 years old subject to certain restrictions.
	A. Any learner's permit or driver's license issued to any person less than 18 years old shall be subject to the following:
	1. Notwithstanding the provisions of § 46.2-498, whenever the driving record of a person less than 19 years old shows that he has been convicted of committing, when he was less than
	18 years old, (i) an offense for which demerit points have been assessed or are assessable under Article 19 (§ 46.2-489 et seq.) of this chapter or (ii) a violation of any provision of
	Article 12 (§ 46.2-1091 et seq.) or Article 13 (§ 46.2-1095 et seq.) of Chapter 10 of this title, the Commissioner shall direct such person to attend a driver improvement clinic. No safe
	driving points shall be awarded for such clinic attendance, nor shall any safe driving points be awarded for voluntary or court-assigned clinic attendance. Such person's parent,
	guardian, legal custodian, or other person standing in loco parentis may attend such clinic and receive a reduction in demerit points and/or an award of safe driving points pursuant
§ 46.2-	to § 46.2-498. The provisions of this subdivision shall not be construed to prohibit awarding of safe driving points to a person less than 18 years old who attends and successfully
334.01.	completes a driver improvement clinic without having been directed to do so by the Commissioner or required to do so by a court.
	2. If any person less than 19 years old is convicted a second time of committing, when he was less than 18 years old, (i) an offense for which demerit points have been assessed or are
	assessable under Article 19 (§ 46.2-489 et seq.) of this chapter or (ii) a violation of any provision of Article 12 (§ 46.2-1091 et seq.) or Article 13 (§ 46.2-1095 et seq.) of Chapter 10 of
	this title, the Commissioner shall suspend such person's driver's license or privilege to operate a motor vehicle for 90 days. Such suspension shall be consecutive to, and not
	concurrent with, any other period of license suspension, revocation or denial. Any person who has had his driver's license or privilege to operate a motor vehicle suspended in
	accordance with this subdivision may petition the juvenile and domestic relations district court of his residence for a restricted license to authorize such person to drive a motor
	vehicle in the Commonwealth to and from his home, his place of employment, or an institution of higher learning where he is enrolled, provided there is no other means of
	transportation by which such person may travel between his home and his place of employment or the institution of higher learning where he is enrolled. On such petition the court
	may, in its discretion, authorize the issuance of a restricted license for a period not to exceed the term of the suspension of the person's license or privilege to operate a motor

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Statute	Code Verbatim
§ 46.2- 334.01. (Cont.)	vehicle in the Commonwealth. Such restricted license shall be valid solely for operation of a motor vehicle between such person's home and his place of employment or the institution of higher learning where he is enrolled. 3. If any person is convicted a third time of committing, when he was less than 18 years old, (i) an offense for which demerit points have been assessed or are assessable under Article 19 (§ 46.2-489 et seq.) of this chapter or (ii) a violation of any provision of Article 12 (§ 46.2-1091 et seq.) or Article 13 (§ 46.2-1095 et seq.) of Chapter 10 of this title, the Commissioner shall revoke such person's driver's license or privilege to operate a motor vehicle for one year or until such person reaches the age of 18 years, whichever is longer. Such revocation shall be consecutive to, and not concurrent with, any other period of license suspension, revocation or denial. 4. In no event shall any person subject to the provisions of this section, be subject to the suspension or revocation provisions of subdivision 2 or 3 of this section for multiple convictions arising out of the same transaction or occurrence. 8. The initial license issued to any person younger than 18 years of age shall be deemed a provisional driver's license. Until the holder is 18 years old, a provisional driver's license shall not authorize its holder to operate a motor vehicle with more than one passenger who is less than 18 years old for the first year after the license is issued nor more than three passengers who are less than 18 years old thereafter until the holder's eighteenth birthday. This passenger limitation, however, shall not apply to members of the driver's family or household. For the purposes of this subsection, "members of the driver, shall prothers, sincense, half is sters, and any individual who has a child in common with the driver, whether or not they reside in the same home with the driver; lipit he driver's household in the same home with the driver; siphtliders, by the same home with the driver, is t
	other provision of this Code or local ordinance relating to the operation, ownership, or maintenance of a motor vehicle or any criminal statute.
§ 46.2- 677	 Self-propelled wheelchairs. No person shall be required to obtain the registration certificate, license plates and decals, or pay any registration fee for any self-propelled wheelchair or self-propelled wheelchair conveyance provided it is: 1. Operated by a person who is capable of operating it properly and safely but who, by reason of physical disability, is otherwise unable to move about as a pedestrian; and 2. Not operated on a public highway in this Commonwealth except to the extent necessary to cross the highway.
§ 46.2- 800	Riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, or mopeds; riding or driving animals. Every person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, or an animal or driving an animal on a highway shall be subject to the provisions of this chapter and shall have all of the rights and duties applicable to the driver of a vehicle, unless the context of the provision clearly indicates otherwise. The provisions of subsections A and C of § 46.2-920 applicable to operation of emergency vehicles under emergency conditions shall also apply, mutatis mutandis, to bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds operated under similar emergency conditions by law-enforcement officers.

Statute	Code Verbatim
	Commonwealth Transportation Board <u>may</u> prohibit certain uses of controlled access highways; penalty. (italics and underline added)
	A. The Commonwealth Transportation Board may, when necessary to promote safety, prohibit the use of controlled access highways or any part thereof by any or all of the following:
	1. Pedestrians,
	2. Persons riding bicycles, electric power-assisted bicycles, motorized skateboards or scooters, electric personal assistive mobility devices, or mopeds,
	3. Animal-drawn vehicles,
§ 46.2- 808	4. Self-propelled machinery or equipment, and
	5. Animals led, ridden or driven on the hoof.
	B. The termini of any section of controlled access highways, use of which is restricted under the provisions of this section, shall be clearly indicated by a conspicuous marker.
	C. This section shall not apply to any vehicle or equipment owned or controlled by the Virginia Department of Transportation, while actually engaged in the construction,
	reconstruction, or maintenance of highways or to any vehicle or equipment for which a permit has been obtained for operation on such highway.
	Any person violating a restriction or prohibition imposed pursuant to this section shall be guilty of a traffic infraction.
	Vehicles before entering certain highways shall stop or yield right-of-way.
	The driver of a vehicle approaching an intersection on a highway controlled by a stop sign shall, immediately before entering such intersection, stop at a clearly marked stop line, or, in
	the absence of a stop line, stop before entering the crosswalk on the near side of the intersection, or, in the absence of a marked crosswalk, stop at the point nearest the intersecting
§ 46.2-	roadway where the driver has a view of approaching traffic on the intersecting roadway. Before proceeding, he shall yield the right-of-way to the driver of any vehicle approaching on
821	such other highway from either direction. Where a "Yield Right-of-Way" sign is posted, the driver of a vehicle approaching or entering such intersection shall slow down to a speed
	reasonable for the existing conditions, yield the right-of-way to the driver of another vehicle approaching or entering such intersection from another direction, and, if required for
	safety, shall stop at a clearly marked stop line, or, in the absence of a stop line, stop before entering the crosswalk on the near side of the intersecting roadway where the driver has a
	view of approaching traffic on the intersecting roadway, and shall yield the right-of-way to the driver of any vehicle approaching on such other highway from either direction.
	Stop before entering public highway or sidewalk from private road, etc.; yielding right-of-way. The driver of a vehicle entering a public highway or sidewalk from a private road,
§ 46.2-	driveway, alley, or building shall stop immediately before entering such highway or sidewalk and yield the right-of-way to vehicles approaching on such public highway and to
826	pedestrians or vehicles approaching on such public sidewalk. The provisions of this section shall not apply at an intersection of public and private roads controlled by a traffic signal.
	At any such intersection, all movement of traffic into and through the intersection shall be controlled by the traffic signal.
	Traffic lights; penalty.
	A. Signals by traffic lights shall be as follows:
	Steady red indicates that moving traffic shall stop and remain stopped as long as the red signal is shown, except in the direction indicated by a lighted green arrow.
	Green indicates the traffic shall move in the direction of the signal and remain in motion as long as the green signal is given, except that such traffic shall yield to other vehicles and pedestrians lawfully within the intersection.
	Steady amber indicates that a change is about to be made in the direction of the moving of traffic. When the amber signal is shown, traffic which has not already entered the
	intersection, including the crosswalks, shall stop if it is not reasonably safe to continue, but traffic which has already entered the intersection shall continue to move until the
	intersection has been cleared. The amber signal is a warning that the steady red signal is imminent.
	Flashing red indicates that traffic shall stop before entering an intersection.
§ 46.2-	Flashing amber indicates that traffic may proceed through the intersection or past such signal with reasonable care under the circumstances.
833	B. If the traffic lights controlling an intersection are out of service because of a power failure or other event that prevents the giving of signals by the traffic lights, the drivers of vehicles
	approaching such an intersection shall proceed as though such intersection were controlled by a stop sign on all approaches. The provisions of this subsection shall not apply to:
	intersections controlled by portable stop signs, intersections with law-enforcement officers or other authorized persons directing traffic, or intersections controlled by traffic lights
	displaying flashing red or flashing amber lights as provided in subsection A.
	C. The driver of any motor vehicle may be detained or arrested for a violation of this section if the detaining law-enforcement officer is in uniform, displays his badge of authority, and
	(i) has observed the violation or (ii) has received a message by radio or other wireless telecommunication device from another law-enforcement officer who observed the violation.
	In the case of a person being detained or arrested based on a radio message, the message shall be sent immediately after the violation is observed, and the observing officer shall
	furnish the license number or other positive identification of the vehicle to the detaining officer.
	Violation of any provision of this section shall constitute a traffic infraction punishable by a fine of no more than \$350.

Statute	Code Verbatim
§ 46.2- 835	Right turn on steady red light after stopping. Notwithstanding the provisions of § 46.2-833, except where signs are placed prohibiting turns on steady red, vehicular traffic facing a steady red signal, after coming to a full stop, may cautiously enter the intersection and make a right turn. Such turning traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic using the intersection.
§ 46.2- 836	Left turn on steady red after stopping. Notwithstanding the provisions of § 46.2-833, except where signs are placed prohibiting turns on steady red, vehicular traffic facing a steady red signal on a one-way highway, after coming to a full stop, may cautiously enter the intersection and make a left turn onto another one-way highway. Such turning traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic using the intersection.
§ 46.2- 839	Passing bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, animal or animal-drawn vehicle Any driver of any vehicle overtaking a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, animal, or animal-drawn vehicle proceeding in the same direction shall pass at a reasonable speed at least two feet to the left of the overtaken bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, animal, or animal-drawn vehicle and shall not again proceed to the right side of the highway until safely clear of such overtaken bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, animal, or animal-drawn vehicle.
§ 46.2- 846	Required position and method of turning at intersections; local regulations. A. Except where turning is prohibited, a driver intending to turn at an intersection or other location on any highway shall execute the turn as provided in this section. 1. Right turns: Both the approach for a right turn and a right turn shall be made as close as practicable to the right curb or edge of the roadway. 2. Left turns on two-way roadways: At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made from the right half of the roadway and as close as possible to the roadway's center line, passing to the right of the center line where it enters the intersection. After entering the intersection, the left turn shall be made so as to leave the intersection to the right of the center line of the roadway being entered. Whenever practicable, the left turn shall be made to the left of the center of the intersection. 3. Left turns on other than two-way roadways: At any intersection where traffic is restricted to one direction on one or more of the roadways, and at any crossover from one roadway of a divided highway to another roadway thereof on which traffic moves in the opposite direction, the driver intending to turn left at any such intersection or crossover shall approach the intersection or crossover in the extreme left lane lawfully available to traffic moving in the direction of travel of such vehicle and after entering the intersection or crossover the left turn shall be made so as to leave the intersection or crossover, as nearly as practicable, in the left lane lawfully available to traffic moving in such direction upon the roadway being entered. B. Local authorities having the power to regulate traffic in their respective jurisdictions may cause markers or signs to be placed within or adjacent to intersections and thereby direct that a different course from that specified in this section be traveled by vehicles turning at
§ 46.2- 847	Left turns by bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds a person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped and intending to turn left shall either follow a course described in 46.2-846 or make the turn as provided in this section. A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped and intending to turn left shall approach the turn as close as practicable to the right curb or edge of the roadway. After proceeding across the intersecting roadway, the rider shall comply with traffic signs or signals and continue his turn as close as practicable to the right curb or edge of the roadway being entered. Notwithstanding the foregoing provisions of this section, the Commonwealth Transportation Board and local authorities, in their respective jurisdictions, may cause official traffic control devices to be placed at intersections to direct that a specific course be traveled by turning bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds. When such devices are so placed, no person shall turn a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped other than as directed by such devices.
§ 46.2- 848	Signals required on backing, stopping, or turning. Every driver who intends to back, stop, turn, or partly turn from a direct line shall first see that such movement can be made safely and, whenever the operation of any other vehicle may be affected by such movement, shall give the signals required in this article, plainly visible to the driver of such other vehicle, of his intention to make such movement.

Statute	Code Verbatim
§ 46.2- 849	How signals given. A. Signals required by § 46.2-848 shall be given by means of the hand and arm or by some mechanical or electrical device approved by the Superintendent, in the manner specified in this section. Whenever the signal is given by means of the hand and arm, the driver shall indicate his intention to start, stop, turn, or partly turn by extending the hand and arm beyond the left side of the vehicle in the manner following: 1. For left turn or to pull to the left, the arm shall be extended in a horizontal position straight from and level with the shoulder; 2. For right turn or to pull to the right, the arm shall be extended upward; 3. For slowing down or stopping, the arm shall be extended downward. B. Wherever the lawful speed is more than 35 miles per hour, such signals shall be given continuously for a distance of at least 100 feet, and in all other cases at least 50 feet, before slowing down, stopping, turning, or partly turning. C. A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped shall signal his intention to stop or turn. Such signals, however, need not be given continuously if both hands are needed in the control or operation of the bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped. D. Notwithstanding the foregoing provisions of this section, a person operating a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped may signal a right turn or pull to the right by extending the right hand and arm in a horizontal position straight from and level with the shoulder beyond the right arm downward.
§ 46.2- 856.1	Passing two vehicles abreast. A person shall be guilty of reckless driving who passes or attempts to pass two other vehicles abreast, moving in the same direction, except on highways having separate roadways of three or more lanes for each direction of travel, or on designated one-way streets or highways. This section shall not apply, however, to a motor vehicle passing two other vehicles when one or both of such other vehicles is a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped; nor shall this section apply to a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped passing two other vehicles.
§ 46.2- 857	Driving two abreast in a single lane A person shall be guilty of reckless driving who drives any motor vehicle, including any motorcycle, so as to be abreast of another vehicle in a lane designed for one vehicle, or drives any motor vehicle, including any motorcycle, so as to travel abreast of any other vehicle traveling in a lane designed for one vehicle. However, this section shall not apply to any validly authorized parade, motorcade, or motorcycle escort, nor shall it apply to a motor vehicle traveling in the same lane of traffic as a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped
§ 46.2- 894	Duty of driver to stop, etc., in event of accident involving injury or death or damage to attended property; penalty. The driver of any vehicle involved in an accident in which a person is killed or injured or in which an attended vehicle or other attended property is damaged shall immediately stop as close to the scene of the accident as possible without obstructing traffic, as provided in § 46.2-888, and report his name, address, driver's license number, and vehicle registration number forthwith to the State Police or local law-enforcement agency, to the person struck and injured if such person appears to be capable of understanding and retaining the information, or to the driver or some other occupant of the vehicle collided with or to the custodian of other damaged property. The driver shall also render reasonable assistance to any person injured in such accident, including taking such injured person to a physician, surgeon, or hospital if it is apparent that medical treatment is necessary or is requested by the injured person. Where, because of injuries sustained in the accident, the driver is prevented from complying with the foregoing provisions of this section, the driver shall, as soon as reasonably possible, make the required report to the State Police or local law-enforcement agency and make a reasonable effort to locate the person struck, or the driver or some other occupant of the vehicle collided with, or the custodian of the damaged property, and report to such person or persons his name, address, driver's license number, and vehicle registration number. Any person convicted of a violation of this section is guilty of (i) a Class 5 felony if the accident results in injury to or the death of any person, or if the accident results in more than \$1000 of damage to property or (ii) a Class 1 misdemeanor if the accident results in damage of \$1000 or less to property.
§ 46.2- 903	Riding or driving vehicles other than bicycles, electric power-assisted bicycles, or electric personal assistive mobility devices on sidewalks No person shall ride or drive any vehicle other than (i) an emergency vehicle, as defined in § 46-2-920 (ii) a vehicle engaged in snow or ice removal and control operations, (iii) a wheel chair or wheel chair conveyance, whether self-propelled or otherwise, (iv) a bicycle, (v) an electric personal assistive mobility device, or (vi) an electric power-assisted bicycle on the sidewalks of any county, city, or town of the Commonwealth.

Statute	Code Verbatim
§ 46.2- 904	Use of roller skates and skateboards on sidewalks and shared-use paths; operation of bicycles, motorized skateboards or scooters, motor-driven cycles, electric power-assisted bicycles, and electric personal assistive mobility devices on sidewalks and crosswalks and shared-use paths; local ordinances. The governing body of any county, city, or town may by ordinance prohibit the use of roller skates and skateboards and/or the riding of bicycles, electric personal assistive mobility devices, motorized skateboards or scooters, motor-driven cycles, or electric power-assisted bicycles on designated sidewalks or crosswalks, including those of any church, school, recreational facility, or any business property open to the public where such activity is prohibited. Signs indicating such prohibition shall be conspicuously posted in general areas where use of roller skates and skateboards, and/or bicycle, electric personal assistive mobility devices, motorized skateboards or scooters, motor-driven cycles, or electric power-assisted bicycle riding is prohibited. A person riding a bicycle, electric personal assistive mobility device, motorized skateboard or scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, shared-use path, or across a roadway on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing any pedestrian. No person shall ride a bicycle, electric personal assistive mobility device, motorized skateboard or scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, or across a roadway on a crosswalk, where such use of bicycles, electric personal assistive mobility devices, motorized skateboards or scooters, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, or across a roadway on a crosswalk, where such use of bicycles, electric personal assistive mobility device, motorized skateboard or scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, shar
§ 46.2- 905	Riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, motorized skateboards or scooters, motor-driven cycles, and mopeds on roadways and bicycle paths. Any person operating a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped on a roadway at less than the normal speed of traffic at the time and place under conditions then existing shall ride as close as safely practicable to the right curb or edge of the roadway, except under any of the following circumstances: 1. When overtaking and passing another vehicle proceeding in the same direction; 2. When preparing for a left turn at an intersection or into a private road or driveway; 3. When reasonably necessary to avoid conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right curb or edge; 4. When avoiding riding in a lane that must turn or diverge to the right; and 5. When riding upon a one-way road or highway, a person may also ride as near the left-hand curb or edge of such roadway as safely practicable. For purposes of this section, a "substandard width lane" is a lane too narrow for a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped and another vehicle to pass safely side by side within the lane. Persons riding bicycles, electric personal assistive mobility devices, motorized skateboards or scooters, or electric power-assisted bicycles on a highway shall not ride more than two abreast. Persons riding two abreast shall not impede the normal and reasonable movement of traffic, shall move into a single file formation as quickly as is practicable when being overtaken from the rear by a faster moving vehicle, and, on a laned roadway, shall ride in a single lane. Notwithstanding any other provision of law to the
§ 46.2- 906	Carrying articles or passengers on bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, motorized skateboards or scooters, and mopeds. No person operating a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped on a highway shall carry any package, bundle, or article that prevents the driver from keeping at least one hand on the handlebars. No bicycle, moped, or motorized skateboard or scooter shall be used to carry more persons at one time than the number of persons for which it was designed or is equipped, except that an adult bicycle rider may carry a child less than six years old if such child is securely attached to the bicycle in a seat or trailer designed for carrying children.

Statute	Code Verbatim
§ 46.2- 906.1	Local ordnances may require riders of bicycles, electric personal assistive mobility devices, and electric power-assisted bicycles to wear helmets. The governing body of any county, city or town may, by ordinance, provide that every person 14 years of age or younger shall wear a protective helmet that at least meets the Consumer Product Safety Commission standard whenever riding or being carried on a bicycle, an electric personal assistive mobility device, a toy vehicle, or an electric power-assisted bicycle on any highway as defined in 46.2-100 sidewalk, or public bicycle path Violation of any such ordinance shall be punishable by a fine of \$25. However, such fine shall be suspended (i) for first-time violators and (ii) for violators who, subsequent to the violation but prior to imposition of the fine, purchase helmets of the type required by the ordinance. Violation of any such ordinance shall not constitute negligence, or assumption of risk, be considered in mitigation of damages of whatever nature, be admissible in evidence, or be the subject of comment by counsel in any action for the recovery of damages arising out of the operation of any bicycle, electric personal assistive mobility device, toy vehicle, or electric power-assisted bicycle, nor shall anything in this section change any existing law, rule, or procedure pertaining to any civil action
§ 46.2- 907	Overtaking and passing vehicles. A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped may overtake and pass another vehicle on either the left or right side, staying in the same lane as the overtaken vehicle, or changing to a different lane, or riding off the roadway as necessary to pass with safety. A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped may overtake and pass another vehicle only under conditions that permit the movement to be made with safety. A person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped shall not travel between two lanes of traffic moving in the same direction, except where one lane is a separate turn lane or a mandatory turn lane. Except as otherwise provided in this section, a person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, motorized skateboard or scooter, or moped shall comply with all rules applicable to the driver of a motor vehicle when overtaking and passing.
§ 46.2- 908	Registration of bicycle, electric personal assistive mobility device, and electric power-assisted bicycle serial numbers Any person who owns a bicycle, electric personal assistive mobility device, or electric power-assisted bicycle may register its serial number with the local law-enforcement agency of the political subdivision in which such person resides
§ 46.2- 908.1	Electric personal assistive mobility devices, motorized skateboards or scooters, and electric power-assisted bicycles. All electric personal assistive mobility devices, motorized skateboards or scooters, and electric power-assisted bicycles shall be equipped with spill-proof, sealed, or gel batteries. No person shall at any time or at any location drive an electric personal assistive mobility device, a motorized skateboard or scooter, or an electric power-assisted bicycle faster than twenty-five miles per hour. No person less than fourteen years old shall drive any electric personal assistive mobility device, motorized skateboard or scooter, or electric power-assisted bicycle unless under the immediate supervision of a person who is at least eighteen years old. An electric personal assistive mobility device or motorized skateboard or scooter may be operated on any highway with a maximum speed limit of twenty-five miles per hour or less. An electric personal assistive mobility device or motorized skateboard or scooter shall only operate on any highway authorized by this section if a sidewalk is not provided along such highway or if operation of the electric personal assistive mobility device or motorized skateboard or scooter on such sidewalk is prohibited pursuant to § 46.2-904. Nothing in this section shall prohibit the operation of an electric personal assistive mobility device or motorized skateboard or scooter in the crosswalk of any highway where the use of such crosswalk is authorized for pedestrians, bicycles, or electric power-assisted bicycles.
§ 46.2- 915.1	All-terrain vehicles and off-road motorcycles; penalty. A. No all-terrain vehicle shall be operated: 1. On any public highway, or other public property, except (i) as authorized by proper authorities (ii) to the extent necessary to cross a public highway by the most direct route, or (iii) by law-enforcement officers, firefighters, or rescue squad personnel responding to emergencies; 2. By any person under the age of 16, except that (i) children between the ages of 12 and 16 may operate all-terrain vehicles powered by engines of no more than 90 cubic centimeters displacement and (ii) children less than 12 years old may operate all-terrain vehicles powered by engines of no more than 70 cubic centimeters displacement; 3. By any person unless he is wearing a protective helmet of a type approved by the Superintendent of State Police for use by motorcycle operators; 4. On another person's property without the written consent of the owner of the property or as explicitly authorized by law; or 5. With a passenger at any time, unless such all-terrain vehicle is designed and equipped to be operated with more than one rider. B. Notwithstanding subsection A, all-terrain vehicles may be operated on the highways in Buchanan County if the following conditions are met: 1. Such operation is approved by action of the Buchanan County Board of Supervisors for operation along the Pocahontas Trail on Bill Young Mountain and across Virginia Route 635 in Buchanan County;

Statute	Code Verbatim
§ 46.2- 915.1 (Cont)	 Code Verbatim Signs, whose design, number, and location are approved by the Virginia Department of Transportation, have been posted warning motorists that all-terrain vehicles may be operating on the highway; Such all-terrain vehicles are operated during daylight hours on the highway for no more than one mile between one off-road trail and another; Signs required by this subsection are purchased and installed by the person or club requesting the Board of Supervisors' approval for such over-the-road operation of all-terrain vehicles; All-terrain vehicles operators shall, when operating on the highway, obey all rules of the road applicable to other motor vehicles; Riders of such all-terrain vehicles shall wear approved helmets; and Such all-terrain vehicles shall operate at speeds of no more than 25 miles per hour. No provision of this subsection shall be construed to require all-terrain vehicles operated on a highway as provided in this subsection to comply with lighting requirements contained in this title. Any retailer selling any all-terrain vehicle shall affix thereto, or verify that there is affixed thereto, a decal or sticker, approved by the Superintendent of State Police, which clearly
	and completely states the prohibition contained in subsection A of this section. D. A violation of this section shall not constitute negligence, be considered in mitigation of damages of whatever nature, be admissible in evidence or be the subject of comment by counsel in any action for the recovery of damages arising out of the operation, ownership, or maintenance of an all-terrain vehicle or off-road motorcycle, nor shall anything in this section change any existing law, rule, or procedure pertaining to any such civil action, nor shall this section bar any claim which otherwise exists. E. Violation of any provision of this section shall be punishable by a civil penalty of not more than \$500. F. The provisions of this section shall not apply: 1. To any all-terrain vehicle being used in conjunction with farming activities; or 2. To members of the household or employees of the owner or lessee of private property on which the all-terrain vehicle is operated. G. For the purposes of this section, "all-terrain vehicle" shall have the meaning ascribed in § 46.2-100.
§ 46.2- 923	How and where pedestrians to cross highways. When crossing highways, pedestrians shall not carelessly or maliciously interfere with the orderly passage of vehicles. They shall cross, wherever possible, only at intersections or marked crosswalks. Where intersections contain no marked crosswalks, pedestrians shall not be guilty of negligence as a matter of law for crossing at any such intersection or between intersections when crossing by the most direct route. The governing body of any town or city or the governing body of a county authorized by law to regulate traffic may by ordinance permit pedestrians to cross an intersection diagonally when all traffic entering the intersection has been halted by lights, other traffic control devices, or by a law-enforcement officer.
§ 46.2- 924	Drivers to stop for pedestrians; installation of certain signs; penalty. A. The driver of any vehicle on a highway shall yield the right-of-way to any pedestrian crossing such highway: 1. At any clearly marked crosswalk, whether at mid-block or at the end of any block; 2. At any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of a block; 3. At any intersection when the driver is approaching on a highway or street where the legal maximum speed does not exceed 35 miles per hour. B. Notwithstanding the provisions of subsection A of this section, at intersections or crosswalks where the movement of traffic is being regulated by law-enforcement officers or traffic control devices, the driver shall yield according to the direction of the law-enforcement officer or device. No pedestrian shall enter or cross an intersection in disregard of approaching traffic. The drivers of vehicles entering, crossing, or turning at intersections shall change their course, slow down, or stop if necessary to permit pedestrians to cross such intersections safely and expeditiously. Pedestrians crossing highways at intersections shall at all times have the right-of-way over vehicles making turns into the highways being crossed by the pedestrians. C. The governing body of any county having the urban county executive form of government, any county having the county manager plan of government, the City of Fairfax, the County of Loudoun and any town therein, and any city with a population between 110,000 and 115,000, may by ordinance provide for the installation and maintenance of highway signs at marked crosswalks specifically requiring operators of motor vehicles, at the locations where such signs are installed, to yield the right-of-way to pedestrians crossing or attempting to cross the highway. Any operator of a motor vehicle who fails at such locations to yield the right-of-way to pedestrians as required by such signs shall be guilty of a traffic infracti

Statute	Code Verbatim
	Pedestrian control signals.
§ 46.2- 925	Whenever special pedestrian control signals exhibiting the words "Walk" or "Don't Walk" are in place such signals shall indicate as follows: Walk Pedestrians facing such signal may proceed across the highway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles. Don't Walk No pedestrian shall start to cross the highway in the direction of such signal, but any pedestrian who has partially completed his crossing on the Walk signal shall proceed to a sidewalk or safety island and remain there while the Don't Walk signal is showing.
	Pedestrians stepping into highway where they cannot be seen.
§ 46.2- 926	No pedestrian shall step into a highway open to moving vehicular traffic at any point between intersections where his presence would be obscured from the vision of drivers of approaching vehicles by a vehicle or other obstruction at the curb or side. The foregoing prohibition shall not apply to a pedestrian stepping into a highway to board a bus or to enter a safety zone, in which event he shall cross the highway only at right angles.
	Pedestrians not to use roadway except when necessary, keeping to left
§ 46.2- 928	Pedestrians shall not use the roadways for travel, except when necessary to do so because of the absence of sidewalks which are reasonably suitable and passable for their use. If they walk on the hard surface, or the main travelled portion of the roadway, they shall keep to the extreme left side or edge thereof, or where the shoulders of the highway are of sufficient width to permit, they may walk on either shoulder thereof
§ 46.2-	Pedestrians soliciting rides.
929	Pedestrians shall not stand or stop in any roadway for the purpose of soliciting rides.
§ 46.2- 932	Playing on highways; roller skates, skateboards, motorized skateboards or scooters, toys, or other devices on wheels or runners; persons riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, mopeds, etc., not to attach to vehicles; exception. A. No person shall play on a highway, other than on the sidewalks thereof, within a city or town or on any part of a highway outside the limits of a city or town designated by the Commonwealth Transportation Commissioner exclusively for vehicular travel. No person shall use roller skates, skateboards, toys, or other devices on wheels or runners, except bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, motorized skateboards or scooters, mopeds, and motorcycles, on highways where play is prohibited. The governing bodies of counties, cities, and towns may designate areas on highways under their control where play is permitted and may impose reasonable restrictions on play on such highways. If the highways have only two traffic lanes, persons using such devices, except bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, mopeds, and motorcycles, shall keep as near as safely practicable to the far right side or edge of the right traffic lane so that they will be proceeding in the same direction as other traffic. No person riding on any bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, roller skates, skateboards, motorized skateboards or scooters, toys, or other devices on wheels or runners, shall attach the same or himself to any vehicle on a roadway. B. Notwithstanding the provisions of subsection A of this section, the governing body of any county having a population of at least 170,000 but less than 200,000 may by ordinance permit the use of devices on wheels or runners on highways under such county's control, subject to such limitations and conditions as the governing body may deem necessary and reasonable.
§ 46.2- 933	When vehicles to stop for pedestrian guided by dog or carrying white, red-tipped white, or metallic cane. Whenever a totally or partially blind pedestrian crossing or attempting to cross a highway in accordance with the provisions of § 46.2-923 is guided by a dog guide or carrying a cane which is predominantly metallic or white in color, with or without a red tip, the driver of every vehicle approaching the intersection or place of crossing shall bring his vehicle to a full stop before arriving at such intersection or place of crossing, unless such intersection or place of crossing is controlled by a law-enforcement officer or traffic light. Any person violating any provision of this section shall be guilty of a Class 3 misdemeanor.
§ 46.2- 1015	Lights on bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds. A. Every bicycle, electric personal assistive mobility device, electric power-assisted bicycle, and moped when in use between sunset and sunrise shall be equipped with a headlight on the front emitting a white light visible in clear weather from a distance of at least 500 feet to the front and a red reflector visible from a distance of at least 600 feet to the rear when directly in front of lawful lower beams of headlights on a motor vehicle. Such lights and reflector shall be of types approved by the Superintendent In addition to the foregoing provisions of this section, a bicycle or its rider may be equipped with lights or reflectors. These lights may be steady burning or blinking B. Every bicycle, or its rider, shall be equipped with a taillight on the rear emitting a red light plainly visible in clear weather from a distance of at least 500 feet to the rear when in use between sunset and sunrise and operating on any highway with a speed limit of 35 mph or greater. Any such taillight shall be of a type approved by the Superintendent

Statute	Code Verbatim
§ 46.2- 1051	Certain local governments may impose restrictions on operations of certain vehicles. The governing body of any county, city, or town which is located within the Northern Virginia Planning District may provide by ordinance that no person shall operate and no owner shall permit the operation of, either on a highway or on public or private property within 500 feet of any residential district, any motorcycle, moped, all-terrain vehicle as defined in § 46.2-100, not being used for agriculture or silviculture production as defined in § 3.1-22.28, electric power-assisted bicycle, motorcycle-like device commonly known as a trail-bike or mini-bike, off-road motorcycle, or motorized cart commonly known as a go-cart unless it is equipped with an exhaust system of a type installed as standard equipment, or comparable to that designed for use on that particular vehicle or device as standard factory equipment, in good working order and in constant operation to prevent excessive noise.
§ 46.2- 1066	Brakes. Every motor vehicle when driven on a highway shall be equipped with brakes adequate to control the movements of and to stop and hold such vehicle. The brakes shall be maintained in good working order and shall conform to the provisions of this article. Every bicycle, electric power-assisted bicycle, and moped, when operated on a highway, shall be equipped with a brake that will enable the operator to make the braked wheels skid on dry, level, clean pavement. Every electric personal assistive mobility device, when operated on a highway, shall be equipped with a system that, when activated or engaged, will enable the operator to bring the device to a controlled stop.
§ 46.2- 1078	Unlawful to operate motor vehicle, bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped while using earphones. It shall be unlawful for any person to operate a motor vehicle, bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or moped on the highways in the Commonwealth while using earphones on or in both ears For the purpose of this section, "earphones" shall mean any device worn on or in both ears that converts electrical energy to sound waves or which impairs or hinders the person's ability to hear, but shall not include (i) any prosthetic device that aids the hard of hearing, (ii) earphones installed in helmets worn by motorcycle operators and riders and used as part of a communications system, or (iii) nonprosthetic, closed-ear, open-back, electronic noise-cancellation devices designed and used to enhance the hearing ability of persons who operate vehicles in high-noise environments, provided any such device is being worn by the operator of a vehicle with a gross vehicle weight rating of 26,000 pounds or more. The provisions of this section shall not apply to the driver of any emergency vehicle as defined in 46-2-920
§ 46.2- 1078.1	Use of handheld personal communications devices in certain motor vehicles; exceptions; penalty. A. It shall be unlawful for any person to operate a moving motor vehicle on the highways in the Commonwealth while using any handheld personal communications device to: 1. Manually enter multiple letters or text in the device as a means of communicating with another person; or 2. Read any email or text message transmitted to the device or stored within the device, provided that this prohibition shall not apply to any name or number stored in the device nor to any caller identification information. 8. The provisions of this section shall not apply to: 1. The operator of any emergency vehicle; 2. An operator who is lawfully parked or stopped; 3. The use of factory-installed or aftermarket global positioning systems (GPS) or wireless communications devices used to transmit or receive data as part of a digital dispatch system; or 4. Any person using a handheld personal communications device to report an emergency. C. No citation for a violation of this section shall be issued unless the officer issuing such citation has cause to stop or arrest the driver of such motor vehicle for the violation of some other provision of this Code or local ordinance relating to the operation, ownership, or maintenance of a motor vehicle or any criminal statute. D. A violation of any provision of this section shall constitute a traffic infraction punishable, for a first offense, by a fine of \$20 and, for a second or subsequent offense, by a fine of \$50. For the purposes of this section, "emergency vehicle" means: 1. Any law-enforcement vehicle operated by or under the direction of a federal, state, or local law-enforcement officer while engaged in the performance of official duties; 2. Any regional detention center vehicle operated by or under the direction of a folderal, state, or local law-enforcement officer while engaged in the performance of official duties; 3. Any vehicle used to fight fire, including publicly owned stat

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Statute	Code Verbatim
	Powers of local authorities generally; erection of signs and markers; maximum penalties. A. The governing bodies of counties, cities, and towns may adopt ordinances not in conflict with the provisions of this title to regulate the operation of vehicles on the highways in such counties, cities, and towns. They may also repeal, amend, or modify such ordinances and may erect appropriate signs or markers on the highway showing the general regulations applicable to the operation of vehicles on such highways. The governing body of any county, city, or town may by ordinance, or may by ordinance authorize its chief administrative officer to:
§ 46.2- 1300	 Increase or decrease the speed limit within its boundaries, provided such increase or decrease in speed shall be based upon an engineering and traffic investigation by such county, city or town and provided such speed area or zone is clearly indicated by markers or signs; Authorize the city or town manager or such officer thereof as it may designate, to reduce for a temporary period not to exceed sixty days, without such engineering and traffic investigation, the speed limit on any portion of any highway of the city or town on which work is being done or where the highway is under construction or repair; Require vehicles to come to a full stop or yield the right-of-way at a street intersection if one or more of the intersecting streets has been designated as a part of the state highway system in a town which has a population of less than 3,500. No such ordinance shall be violated if at the time of the alleged violation the sign or marker placed in conformity with this section is missing, substantially defaced, or obscured so that an ordinarily observant person under the same circumstances would not be aware of the existence of the ordinance. No governing body of a county, city, or town may provide penalties for violating a provision of an ordinance adopted pursuant to this section which is greater than the penalty imposed for a similar offense under the provisions of this title. No county whose roads are under the jurisdiction of the Department of Transportation shall designate, in terms of distance from a school, the placement of flashing warning lights unless the authority to do so has been expressly delegated to such county by the Department of Transportation, in its discretion. Regulation of vehicular and pedestrian traffic on roadways and parking areas in residential subdivisions
§ 46.2-	The governing body of any county, city, or town which has adopted ordinances under the provisions of Chapter 22 (§ 15.2-2200 et seq.) of Title 15.2, may require as a part of such land
1305	use regulations for residential subdivisions employing roadways and parking areas not in public ownership, the posting and maintenance of signs or other appropriate markings regulating the operation and parking of motor vehicles and pedestrian traffic, and may adopt ordinances applying the regulations to existing and future residential subdivisions
	Rights of persons with disabilities in public places and places of public accommodation.
	A. A person with a disability has the same rights as other persons to the full and free use of the streets, highways, sidewalks, walkways, public buildings, public facilities, and other public places.
§ 51.5- 44	B. A person with a disability is entitled to full and equal accommodations, advantages, facilities, and privileges of all common carriers, airplanes, motor vehicles, railroad trains, motor buses, streetcars, subways, boats or any other public conveyances or modes of transportation, restaurants, hotels, lodging places, places of public accommodation, amusement or resort, and other places to which the general public is invited subject only to the conditions and limitations established by law and applicable alike to all persons. C. Each town, city or county, individually or through transportation district commissions, shall ensure that persons with disabilities have access to the public transportation within its jurisdiction by either (i) use of the same transportation facilities or carriers available to the general public or (ii) provision of paratransit or special transportation services for persons with disabilities or (iii) both. All persons with disabilities in the jurisdiction's service area who, by reason of their disabilities, are unable to use the service for the general public shall be eligible to use such paratransit or special transportation service. No fee that exceeds the fee charged to the general public shall be charged a person with a disability for the use of the same transportation facilities or carriers available to the general public. Paratransit or special transportation service for persons with disabilities may charge fees to such persons comparable to the fees charged to the general public for similar service in the jurisdiction service area, taking into account especially the type, length and time of trip. Any variance between special service and regular service fares shall be justifiable in terms of actual differences between the two kinds of service provided. D. Nothing in this title shall be construed to require retrofitting of any public transit equipment or to require the retrofitting, renovation, or alteration of buildings or places to a degree more stringent than that required by

Traveler Interactions – Pedestrian, Bicycles, and Motorists Draft Report

Appendix A – Virginia Legislation (continued)

Statute	Code Verbatim
	As used in this chapter, "hearing dog" means a dog trained to alert its owner by touch to sounds of danger and sounds to which the owner should respond.
§ 51.5-	As used in this chapter, "service dog" means a dog trained to accompany its owner for the purpose of carrying items, retrieving objects, pulling a wheelchair or other such activities of
44	service or support.
(Cont)	As used in this chapter, "mobility-impaired person" means any person who has completed training to use a dog for service or support because he is unable to move about without the
	aid of crutches, a wheelchair or any other form of support or because of limited functional ability to ambulate, climb, descend, sit, rise or perform any related function.

http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+TOC

APPENDIX B - DRAFT BROCHURE

INTRODUCTION

This guide provides guidance and specific Code of Virginia references on interactions bicyclists, pedestrians, and motorists and provides additional information for bicyclists regarding safety.

Although this brochure summarizes many current Virginia traffic laws, it is not a legal document and it is not meant to be a substitute for the Code of Virginia or local ordinances. The pamphlet does, however, provide information on relevant traffic laws put in place to improve the interactions between bicyclists, pedestrians, and motorists. Where appropriate, the actual Virginia code reference is provided in parenthesis (e.g., §46.2-924).

This pamphlet was produced for the NoVA District of the Virginia Department of Transportation.



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LAWS FOR INTERACTING ON THE ROAD

A Guide for Virginia Bicyclists, Pedestrians, and Motorists

LAIT	TODUCTION
INI	RODUCTION
	LES OF THE ROAD – MOTORISTS: RIGHTS D RESPONSIBILITIES
	Motorists Yield to Pedestrians Drivers: Pay Attention to Bicyclists and Pedestrians
	W TO PASS A BICYCLE IF YOU ARE IN A
	How to Pass a Bicyclist
	LES OF THE ROAD – PEDESTRIANS: RIGHT D RESPONSIBILITIES
	Rules For Pedestrians Crossing the Street Where to Walk
	LES OF THE ROAD – BICYCLISTS: RIGHTS D RESPONSIBILITIES
	Ride to the Right
	Bicycles on Controlled Access Highways How to Ride While Carrying a Package Bicycles Are Not Allowed to Hitch a Ride
	How Many Persons Can Ride Your Bike? Night Bicycle Riding
	Riding Bicycles on Sidewalks

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HOW TO SIGNAL16
LOCAL RULES 17
WHAT TO DO IF A BICYCLIST IS INVOLVED
IN AN ACCIDENT 18
FOR BICYCLE ENTHUSIASTS 19

RULES OF THE ROAD – MOTORISTS: RIGHTS AND RESPONSIBILITIES

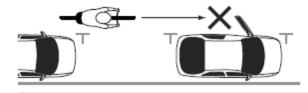
MOTORISTS YIELD TO PEDESTRIANS

Always yield to pedestrians. A motorist must yield whether the pedestrian is in a marked or unmarked crosswalk, when turning right on red, as instructed by traffic control devices, or at any intersection where the speed limit is 35 mph or less (§46.2-924).

If you fail to yield, you will be guilty of a traffic infraction with a fine of at least \$100 to a maximum of \$500. Motorists should also yield to bicyclists using the crosswalk.

DRIVERS: PAY ATTENTION TO BICYCLISTS AND PEDESTRIANS

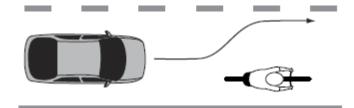
While driving, always be aware of your surroundings; if you do not notice a bicycle path in an adjacent lane, an accident could occur. Pay particular attention while turning onto side streets, private roads, and driveways and yield to pedestrians and bicycles in the vicinity (§46.2-826). If you are parking your vehicle on the side of a road, make sure to look before opening your door to avoid abruptly entering a cyclist's path.



HOW TO PASS A BICYCLE IF YOU ARE IN A VEHICLE

HOW TO PASS A BICYCLIST

- Slow down
- Always maintain at least two feet of distance between your vehicle and the bicyclist (§46.2-839): three feet of clearance when possible.
- After passing, check to determine that there is enough distance before merging back in front of the bicycle (§46.2-839).
- Remember bicycles are considered vehicles on the roadway also.



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RULES OF THE ROAD – PEDESTRIANS: RIGHTS AND RESPONSIBILITIES

RULES FOR PEDESTRIANS CROSSING THE STREET

Pedestrians should use marked crosswalks when crossing intersections whenever possible (§46.2-923). Do not step into a roadway with moving traffic between intersections where you may not be seen by on-coming traffic unless you are actively boarding a bus (§46.2-926).

When intersections do not have marked crosswalks, pedestrians have the right-of-way when crossing, but use caution by looking left, then right, and left again to see oncoming traffic. (§46.2-924).

WHERE TO WALK

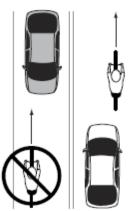
Whenever possible, pedestrians should walk on a sidewalk. If a sidewalk is not present and it is necessary to walk in the roadway, always face oncoming traffic and walk as far to the left of the roadway as possible; however, if a wide shoulder lane is present on either or both sides of the roadway, pedestrians may walk in either shoulder lane (§46.2-928).

RULES OF THE ROAD – BICYCLISTS: RIGHTS AND RESPONSIBILITIES

Bicyclists must obey the same traffic rules as motorists (unless the provision indicates otherwise). When using a roadway, bicyclists can be ticketed for violating traffic laws such as not obeying stop signs or not yielding the right-of-way (§46.2-800 and §46.2-821).

RIDE TO THE RIGHT

Always ride predictably and consistently. Stay to the right of the roadway, but do not ride too close to the curb so you can avoid obstacles. Cyclists can ride in the center of the lane when traveling at the same speed as other vehicles or when it is unsafe to ride to the right (§46.2-907).



The only instance when a bicyclist can ride between two lanes of traffic moving in the same direction is when one lane is a separate or mandatory turn lane (§46.2-907).

Unlike pedestrians, bicyclists should ride with the flow of traffic, not against it. Riding against traffic is a liability for bicyclists. However, on one-way roads, bicyclists can ride on either side of the roadway edge but in the one-way direction of travel (§46.2-905).

RULES FOR RIDING SIDE-BY-SIDE

A maximum of two bicyclists can ride side-by-side in a lane and only if they do not interfere with the flow of traffic. If the two bicyclists are being passed by a faster-moving vehicle, they should change positions to ride single-file as soon as possible to avoid interrupting traffic (§46.2-905).

USE OF HEADPHONES OR EARPHONES

Bicyclists, as well as motorists, are prohibited from using headphones or earphones that hinder the ability to hear in both ears (§46.2-1078). As a bicyclist it is important to hear what is around you.

BICYCLES ON CONTROLLED ACCESS HIGHWAYS

The Commonwealth Transportation Board has the right to prohibit use of bicycles on controlled access highways due to safety concerns. Locations where bicycles are prohibited should be clearly marked (§46.2-808).

HOW TO RIDE WHILE CARRYING A PACKAGE

If you are carrying an article or package, you must still be able to keep at least one hand on the handlebars (§46.2-906).

BICYCLES ARE NOT ALLOWED TO HITCH A RIDE

It is dangerous and against the law to hitch a ride by attaching yourself to another vehicle on the road (§46.2-932).

HOW MANY PEOPLE CAN RIDE YOUR BIKE?

If your bicycle was built for one person, it should be ridden by only one person (§46.2-906). Doing otherwise could interfere with your line of sight and your ability to control the bike. However, seats or trailers designed to carry children under the age of six are acceptable to attach to the bike when an adult is riding.

NIGHT BICYCLE RIDING

If you ride a bicycle between sunset and sunrise, you must have a functioning white headlight that is visible in clear weather at a distance of 500 feet. You must also have a red reflector on the back of the bike so that approaching vehicles can see you from at least 600 feet away (§46.2-1015).



RIDING BICYCLES ON SIDEWALKS

Bicyclists can ride on the sidewalk unless specifically prohibited, but they must still yield to pedestrians (§46.2-903 and §46.2-904). Check with your local jurisdiction.

When passing a pedestrian on a sidewalk, crosswalk, or shared-use path, bicyclists must give an audible signal, such as "On your left" to warn pedestrians of their approach (§46.2-904).

SIGNS AND SIGNALS FOR BICYCLISTS

Signals are required for bicyclists stopping and turning. By signaling, you communicate your intentions to others, so they are prepared to slow down or make adjustments on the road to account for your movement (§46.2-848). It is safest to be predictable while on the road.

Signals should be given continuously for a minimum of 50 feet before making a movement on the road. For roadways with speed limits 35 mph or higher, signals should be given continuously for at least 100 feet (§46.2-848). If both hands are needed to control the bike, signals are not required to be given continuously.

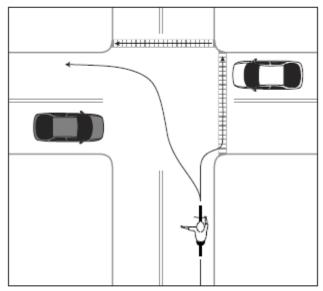
TURNING LEFT ON A BICYCLE

There are two ways to make a left turn while on a bicycle.

As a vehicle:

- While approaching the intersection, look over your left shoulder for traffic.
- Make eye-contact with approaching motor vehicle drivers.
- When clear, signal a turn.
- Move over to the left side of the lane or into the turn lane.
- Be positioned so cars going straight through can't pass you on the left.

- · Yield to on-coming cars before turning.
- If riding in a bike lane or on a road with several lanes, look and signal at each lane change.
- Never make a left turn from the right side of the road.



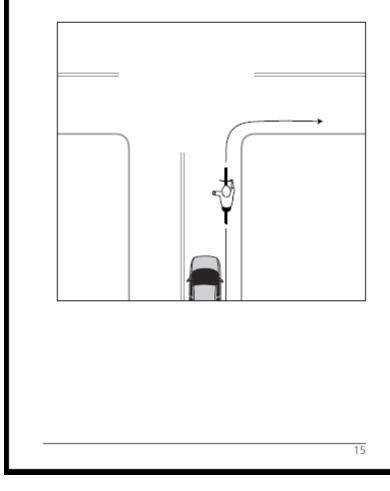
As a pedestrian (using the crosswalks)

 Cross as a pedestrian in the crosswalk. If there is a signal, wait for the green (WALK) signal before crossing.

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TURNING RIGHT ON A BICYCLE

- Always scan ahead for cars that may be turning right. If a car ahead is signaling a right turn, do not pass on the right.
- Do not pass stopped cars at a crosswalk or intersection: they may be preparing to turn right.



HOW TO SIGNAL

Below are the signals to be used when turning or slowing down ((§46.2-849)



To turn or move left: Extend your left arm straight out to the left so that it is level with your shoulder.



To turn or move right: Raise your left arm and point your hand up.



To slow down or stop: Point your hand down.

LOCAL RULES

Some rules of the road related to bicycling are determined by local jurisdictions. These local rules include:

- Helmet laws Required helmet usage differs by locality. Violation of this ordinance is punishable by a \$25 fine if the local regulation exists (46.2-906.1)
- Riding on sidewalks (§46.2-903).
 Some localities restrict riding on sidewalks.
 Signage designating no riding on sidewalks should be present.
- Registering bicycles (§46.2-908). Some localities require registering bicycles. This is a good habit to get into whether required or not.
- Licensing bicycles (§15.2-1720). Some localities license bicycles like any other vehicle.
- Bicycle parking (§46.2-1305). Some localities restrict where bicycles can park.

Check with your local jurisdictions for these items and other rules and regulations.

WHAT TO DO IF A BICYCLIST IS INVOLVED IN AN ACCIDENT

For all accidents involving death, injury or property damage:

- Immediately stop as close to the incident as possible without blocking traffic.
- If you are not hurt, call 911 for medical help for all parties.
- · Apply immediate first aid (§46.2-894).
- If you are hurt, don't move unless you are sure you won't hurt yourself more. Don't get mad.
 Keep a level head so you can answer questions.
- · Get the following information:
 - Drivers: Names, addresses, phone numbers, license numbers, and vehicle registration numbers
 - Insurance information: company and policy number
 - · Witnesses: Names and phone numbers
 - Officers: Names and badge numbers
 - Police report: Number

If unattended property is damaged, the bicyclist must make a reasonable effort to find the owner-or leave a note. The accident must also be reported to the police within 24 hours (§46.2-894).

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FOR BICYCLE ENTHUSIASTS

For those who want to enjoy the benefits of bicycling with others, please visit the websites below.

www.virginiadot.org/bikeped

This website offers a list of VDOT-sponsored programs, such as Bike to Work Day and Safe Routes to School.

www.vdot.virginia.gov/programs/bk-trails.asp

This website provides a list of bike trails in the area.

www.vdot.virginia.gov/programs/ bk-calendar.asp

This website provides a list of bike events in the area.



APPENDIX C - PREPAYABLE OFFENSES

INFORMATION ON PREPAYABLE OFFENSES AND REOUESTING TRIALS IN ACCIDENT CASES

FALLS CHURCH GENERAL DISTRICT COURTS-COMBINED

Mailing address:

Falls Church District Courts-Combined 300 Park Avenue

Falls Church, VA 22046

703-248-5095 (Prepayment Recording-24 Hours) Office Hours: 8:00 a.m.-4:00 p.m. 703-248-5006

PREPAYMENT INSTRUCTIONS

A summons has been issued citing you for violating state or local traffic laws. You may plead guilty and waive your right to a trial by prepaying, or appear in court for a trial.

To waive your right to trial and prepay the summons, follow the instructions below:

- 1. First, read the entire summons (front and back)
- 2. If your law section is listed in the section to the right:
 - . Compute the TOTAL fine(s) and fee(s) owed.
 - Please make check payable to the "Falls Church General District Court".
 Payments by credit card may be mailed using the form on the reverse side, paying by phone, or by Internet at www.courts.state.va.us.
 - If you pay more than one violation arising out of the same incident: total all
 applicable fines, add only one \$61 processing fee, and \$10 for any additional
 summons (except seat belt and child restraint charges).
 - You may NOT PREPAY if the charge is for reckless driving.
 - If mailing, please <u>send payment & summons</u> to the address below: Falls Church General District Courts-Combined 300 Park Avenue, Room 107E
 Falls Church, VA 22046

Payments by mail, phone, or Internet should be received at least 2 days prior to the trial date to ensure proper processing. There may be additional costs if payment is not <u>received</u> prior to the trial date.

- 3. If you wish to pay by phone with <u>your</u> credit card, you may call (703) 248-5157 between the hours of 8 a.m.- 4 p.m., Monday Through Friday. Prepayments will be accepted up to two business days before the court date. Credit card payments <u>by phone</u> will only be accepted using a credit card in the name of the person listed on the summons.
- If you don't find your violation described in the section to the right, please call the Clerk's Office at (703) 248-5096 between 8:00 a.m. and 4:00 p.m., Monday through Friday. Fines and fees are established by the Supreme Court of Virginia.

TO REQUEST A TRIAL IN ACCIDENT CASES:

If you have been charged with a violation *involving an accident* and you wish to plead "not guilty", you must notify the court *within seven calendar days* of receiving the summons. Use the form on the reverse side to notify the court. If this form is not received by the court, and the officer needs witnesses for the trial, the case may have to be continued from the original date. If you wish to plead "guilty", you may appear on the trial date listed on your summons. If you fail to notify the court and do not prepay or appear on your scheduled date, you may be tried in your absence.

Law Section/Prepayable Violations/Fine Amounts (add fees below)

al	Law sections/Violations	FINES						
1	46.2-613-Expired Registration	***						
_	46.2-613-Possess, lend or permit use of reg card							
_		4						
_	46.2-646-No/Expired Registration 46.2-715-Fail to display license plates							
_								
	46.2-802-Fail to drive on right side of highway	\$30.00 plus fees below						
_	46.2-804-Improper lane change	\$30.00 plus fees below						
	46.2-816-Following too closely	\$30.00 plus fees below						
_	46.2-820-Failure to yield right of way	\$30.00 plus fees below						
_	46.2-821-Violation of/Fail to stop at stop sign	\$30.00 plus fees below						
_	46.2-830-Fail to obey highway sign	\$30.00 plus fees below						
_	46.2-833-Fail to obey traffic signal (red/yellow light)	\$100.00 plus fees below						
_	46.2-833.1-Evasion of traffic control device	\$50.00 plus fees below						
_	46.2-835-Fail to stop before turning right on red	\$50.00 plus fees below						
_	46.2-846-Improper Turn	\$30.00 plus fees below						
_	46.2-888-Improper Stopping	\$20.00 plus fees below						
_	46.2-1003-Defective equipment violation	\$30.00 plus fees below						
_	46.2-1014/1014.1-High Mount Stop Light Violation	\$30.00 plus fees below						
	46.2-1030-Driving W/O Headlights at Night	\$30.00 plus fees below						
	46.2-1052-Improper Window Tint Violation	\$30.00 plus fees below						
_	46.2-1094-Seat Belt-16 yoa & over-pay fine only	\$25.00						
	46.2-1095-Seat Belt 8-15 yoa-pay fine only	\$50.00						
_	46.2-1095-Child restraint under 8 yoa -pay fine only	\$50.00						
	46.2-1157-No/expired inspection	\$30.00 plus fees below						
_	46.2-1157-Fail to correct defects after inspection	\$50.00 plus fees below						
	46.2-1158-Expired Rejection Sticker	\$50.00 plus fees below						
_	46.2-874, 46.2-878 -Speeding: other than	\$5.00 per MPH over						
_	residential zone, highway work zone and school crossing as listed below	speed limit-plus fees below						
	46.2-873-Speeding: in school or work zone	\$6.00 per MPH over						
_	40.2-070-5peculing. In school of work zone	speed limit-plus fees below						
	46.2-878.2-Speeding: in designated residential	\$200.00 plus \$7.00						
_	zone	per MPH over speed						
	FINES ADE DETERMINES DY THE LA	limit- plus fees below						
	FINES ARE DETERMINED BY THE LAW SECTION							

++Place total of all applicable fines listed above in the "Total

Fines" area and add Processing Fees for total due++	

++Total Fines:

Add Processing Fee: (1st charge only)

Add ONLY for <u>additional summons</u> (see below)

(If you have received only one summons during the same incident, you do not need to add the additional \$10.00)

Total Prepayment:

**Please Note: If you received more than one summons, you are charged the \$61 fee only once but must add an additional \$10 fee for <u>each additional</u> summons plus the fines, except for those charges that say, "pay fine only" is noted next to the charge description, do <u>not</u> add any fees

APPENDIX D - VIRGINIA MOVING VIOLATION AND POINT **ASSESSMENT**

Railroad Crossings

(Commercial Motor Vehicle Drivers)

- Failure to slow down/stop at a railroad crossing (*)
- Failure to have sufficient space to drive through a railroad crossing (*)
- ▶ Failure to obey traffic control device or enforcement official at a railroad crossing (*)
- ▶ Failure to have sufficient undercarriage clearance at a railroad crossing (*)

Other Violations

- · Operating a motor vehicle while suspended/revoked/restricted with a blood alcohol content of .02% or more (11 years)
- Failure to stop at the scene of a crash, unattended property, damage in excess of \$500 (11 years)
- Failure to stop at the scene of a crash, property damage (3 years)
- ▶ Emergency vehicle violation—property damage (5 years)
- ➤ Emergency vehicle violation—injury (5 years)
- Aggressive driving (5 years)
- ▶ Failure to obey traffic signal (3 years)
- ▶ Failure to obey lane directional signal (3 years)
- Failure to obey highway lane markings (3 years)
- ➤ Improper backing, stopping or turning (3 years)
- > Driving the wrong way on one-way highway or street (3 years)
- Impeding/disrupting funeral procession (3 years)
- ▶ Disregarding police officer's signal to stop (3 years)
- ▶ Disregarding crossing guard/officer's signal (3 years)

THREE POINT VIOLATIONS

- ▶ Speeding 1-9 mph above the posted speed limit (5 years)
- ▶ Impeding traffic, slow speed (5 years)

Passing/Driving

- Improper passing (3 years)
- Improper passing on the right (3 years)
- ▶ Improper driving (3 years)
- ▶ Improper stopping on highway (3 years)
- ➤ Changing course after signaling (3 years)
- Coasting with gears in neutral (3 years)
- Failure to give way in favor of overtaking vehicle (3 years)
- Failure to give way when abreast of another car (3 years)
- Driving through safety zone (3 years)
- Driving over fire hose (3 years)

- Driving an electric mobility device, toy vehicle or bicycle on highway (3 years)
- Driving a moped on interstate highway (3 years)
- Failure to exercise due care—collision with pedestrian (3 years)
- Unauthorized use of crossover on controlled highway (3 years)
- Driving/riding on sidewalk (3 years)

Turning/Backing

- ► Improper turn (3 years)
- ► Improper U-turn (3 years) Violation of right turn on red (3 years)
- Violation of left turn on red (3 years)

Signs/Signals

- Failure to obey highway sign (3 years)
- Evading traffic control device (3 years)

Lights

- ▶ Driving without lights/excessive lights (3 years)
- ▶ Failure to dim headlights (3 years)
- Parking without proper lights displayed (3 years)
- ▶ Inadequate hazard lights (3 years)

Licenses/Permits

- ▶ No Virginia driver's license (3 vears)
- No Virginia license plate (3 years)
- Failure to obtain a driver's license (3 years)
- ▶ No driver's license—vehicle/motorcycle (3 years)
- Failure to have license revalidated (3 years) Learner's permit violation (3 years)
- Permitting unlicensed person to drive (3 years)
- Driving in violation of restricted license (restrictions related to physical limitation, such as mechanical control device) (3 years)

Commercial Motor Vehicles

- > Driving commercial motor vehicle with alcohol in blood (*)
- Driving commercial motor vehicle without license (3 years)
- Driving commercial motor vehicle with more than one driver's license (3 years)
- · Driving commercial motor vehicle without endorsement(s) (3 years)
- Driving commercial motor vehicle without license in possession (3 years) · Commercial driver's license/instruction permit
- violation (3 years)
- Driving commercial motor vehicle in left lane of interstate (3 years)
- Driving in excess of 13 hours in a 24-hour period (3 years)
- Driving public passenger-carrying vehicle under age (3 years)

- > Driving bus transporting school children without a safety belt (3 years)
- Driving school bus without license (3 years)
- Driving school bus under age (3 years)
- Vehicle height exceeds limit for tunnels (3 years)

Other Violations

- > Failure to stop at the scene of a crash, unattended property (3 years)
- Failure to leave the scene of a crash at the direction of officer (3 years)
- Failure to report a crash, unattended property, less than \$250 damage (3 years)
- > Following/parking within 500 feet of fire apparatus (3 years)
- ▶ Emergency vehicle violation (3 years)
- Drinking while driving (3 years)
- ► Improper driving/riding motorcycle (3 years)
- Driving with TV screen visible to driver (3 years)
- Driving while using earphones (3 years)
- Texting, emailing while driving (3 years)
- HOV violation, second or subsequent offense Northern Virginia planning district 8 (3 years)

DMV is not liable for damages that may result from errors in this publication. For a full description of violations and penalties, call DMV at 1-866-DMV-LINE (368-5463). Information in this brochure may change without prior notice.



Be sure to read A Different Kind of Crash Course (DMV 114) for more information about how DMV's Driver Improvement Program works.



Richmond, Virginia 23269-0001 1-866-DMV-LINE (368-5463)

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Appendix D – Virginia Moving Violation and Point Assessment (continued)



When you are convicted of a traffic violation, the court notifies the Department of Motor Vehicles (DMV). DMV does the following:

- Posts the conviction to your driving record
- Assigns demerit points to you according to the severity of the offense
- Issues an order of suspension, if applicable
- Issues an order requiring the successful completion of a driver improvement clinic, if applicable
- Notifies your insurance company upon request

This brochure lists the traffic violations that have demerit points assigned to them. These violations are grouped according to the number of DMV demerit points assigned to each violation. The number of years that the conviction stays on your DMV record is in parentheses beside each violation. An asterisk (*) indicates that the conviction remains on your record permanently.

DMV also posts to your record traffic violations that do not carry dement points. These, however, are not listed in this brochure. Demerit points will also be assigned to your record for traffic convictions incurred in other states.

The length of time that a conviction stays on your record depends on the severity of the violation. If you receive an order or notice of revocation, suspension, disqualification or cancellation, your convictions could remain on your record even longer than specified in this brochure.

DMV demerit points remain on your record for two years from the date that you commit the offense. The dates that demerit points are removed from your driving record are not related to the dates that convictions are

Draft Report

Your insurance company may also assign points on your insurance record; however, DMV demerit points are not related to insurance company points. Insurance company points are developed by individual companies.

Demerit points are assigned when you commit a traffic violation and will remain valid for two years from the date you commit the offense. Different violations carry different demerit point values, depending on the seriousness of the offense.

SIX POINT VIOLATIONS

Reckless Driving (Felony or Misdemeanor)

- Reckless driving—speeding in excess of 80 mph (11 years)
- Reckless driving—speeding 20 mph or more above the posted speed limit (11 years)
- ▶ Reckless driving—racing (11 years)
- Reckless driving—passing or overtaking an emergency vehicle (11 years)
- ▶ Reckless driving—passing a school bus (11 years)
- Reckless driving—passing on the crest of a hill (11 years)
- Reckless driving—passing at a railroad crossing (11 years)
- Reckless driving—passing two vehicles abreast (11 years)
- Reckless driving—driving two vehicles abreast (11 years)
- Reckless driving—driving too fast for conditions (11 years)
- Reckless driving—failing to give a proper signal (11 years)
- Reckless driving—faulty brakes/improper control (11 years)
- ▶ Reckless driving—on parking lots, etc. (11 years)
- Reckless driving—with an obstructed view (11 years)
- ▶ Reckless driving—generally (11 years)

Driving Under the Influence

- Driving while intoxicated (11 years)
- Driving under the influence of alcohol or drugs (11 years)
- Driving under the influence of drugs (11 years)
- Driving after illegally consuming alcohol (persons under age 21) (3 years)
- ▶ Driving while intoxicated—maiming (11 years)
- Involuntary manslaughter/alcohol (11 years)
- Refusing blood/breath test (11 years)
- Driving while your license is suspended or revoked for driving while intoxicated (11 years)
- Driving while your license is revoked for driving while intoxicated—maiming (11 years)

- Driving while your license is revoked for driving while intoxicated—involuntary manslaughter (11 years)
- Operating without ignition interlock—DMV requirement (11 years)

Manslaughter

- Manslaughter (11 years)
- ▶ Involuntary manslaughter (11 years)
- Involuntary manslaughter/aggravated (11 years)

Habitual Offenders

- Driving after being declared a habitual offender (11 years)
- Allowing a person to drive when suspended for habitual offender and/or driving while intoxicated (3 years)

Licenses/Permits

- Driving on suspended license (11 years)
- Driving while your license is suspended or revoked (11 years)
- Driving while your license is suspended or revoked for non-payment of court fines and costs (11 years)
- Driving under suspension or revocation before giving proof of financial responsibility (11 years)

Commercial Motor Vehicles

- Driving commercial motor vehicle while disqualified (*)
- Driving commercial motor vehicle with blood alcohol .04 percent or more (*)
- ▶ Driving commercial motor vehicle with blood alcohol .08 percent or more (*)
- Driving commercial motor vehicle under influence of drugs (*)
- Driving commercial motor vehicle under influence of drugs/alcohol (*)
- Refusing blood/breath test while operating commercial motor vehicle (*)
- Violating out of service order (11 years)

Other Violations

- Speeding 20 mph or more above the posted speed limit (5 years)
- Injuring person while racing—felony (11 years)
- Causing death of a person while racing (11 years)
- Failure to stop at the scene of a crash—injury
- Failure to stop at the scene of a crash—death (11 years)
- Failure to stop at the scene of a crash—property
- damage of \$1,000 or more (11 years)

 Emergency vehicle violation—death (11 years)
- Vehicular assault or willful stopping, impeding or damaging vehicle (11 years)
- ▶ Blocking access to service facility (11 years)

- Attempting to elude police

 felony (11 years)
 misdemeanor (3 years)
- ▶ Passing stopped school bus (non-reckless) (3 years)
- Operating unsafe vehicle (3 years)

FOUR POINT VIOLATIONS

Reckless Driving/Speeding

- Reckless driving—failure to stop before entering a highway (11 years)
- Speeding (5 years)
- Speeding 10-14 mph above the posted speed limit (5 years)
- Speeding 15-19 mph above the posted speed limit (5 years)
- Speeding 10-19 mph above the posted speed limit (5 years)

Passing

- ▶ Passing when unsafe (3 years)
- Passing to the left of approaching vehicle (3 years)

Stopping/Yielding

- Failure to drive to the right and stop for police/ fire/emergency vehicle (3 years)
- Failure to stop for pedestrian with white cane (3 years)
- ► Failure to stop and yield right-of-way (3 years)
- Failure to yield right-of-way (3 years)
- Failure to yield when turning left (3 years)
- ▶ Failure to yield to funeral procession (3 years)

Keeping to the Right

- Failure to drive on right half of highway or street (3 years)
- Failure to keep to the right when crossing an intersection (3 years)
- Driving to the left of rotary traffic island (3 years)

Following/Signaling

- ▶ Following too closely (3 years)
- Failure to signal before moving from curb (3 years)
- ▶ Improper signal (3 years)

Railroad Crossings

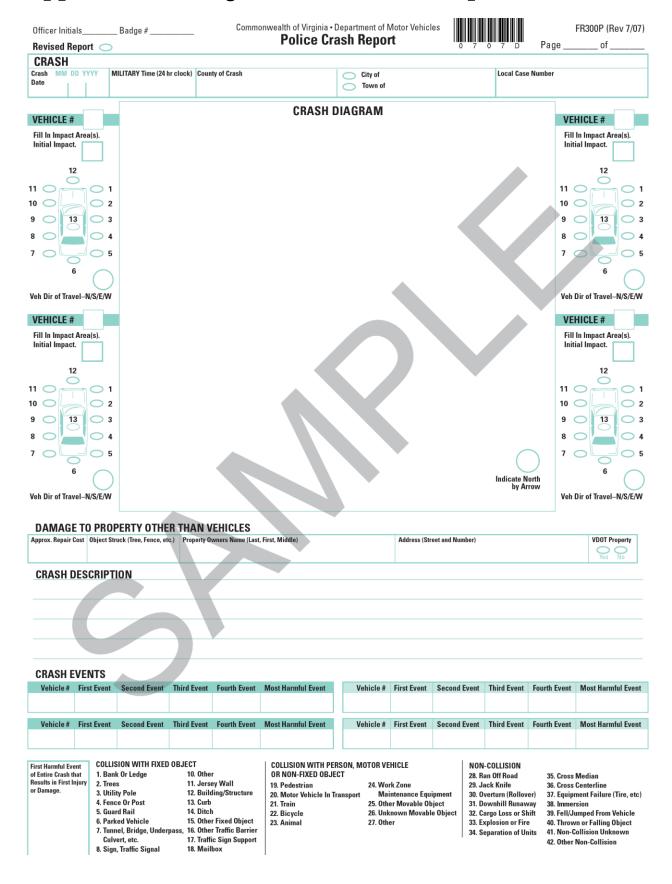
- ▶ Failure to obey railroad crossing signal (3 years)
- ▶ Failure to stop at railroad grade crossing (3 years)
- Failure to keep to the right at a railroad crossing (3 years)
- Failure to stop passenger-carrying vehicle at railroad grade crossing (3 years)
- ► Railroad crossing/stopping (3 years)
- Improper operation of crawler-type tractor over railroad crossing (3 years)

APPENDIX E - VIRGINIA POLICE CRASH REPORT

		Department of Motor Vehiclesh Report	es 0 7 0	7 A Page	FR300P (Rev 7/07)
CRASH	GPS Lat.	T 1 T T	GPS Long.	1 1 1	T T T
Crash MM DD YYYY Day of Week MILITARY Time (24 hr clock)	County of Crash		Official Di	/IV Use	
City of City or Town Name	Landmarks at S	cene			
Town of					
Location of Crash (route/street)	Railroad Crossi	ng ID no. (if within 150 ft.)	Local Cas	e Number	
At Intersection With or Miles Feet of of	Location of Cras	sh (route/street)	Mile Mar	cer Number	Number of Vehicles
VEHICLE #			VEHICLE	#	
DRIVER Driver Fled Scene	0	DRIVER			er Fled Scene
Driver's Name (Last, First, Middle)	Gender	Driver's Name (Last, First, Mic	ldle)		Gender (M) (F)
Address (Street and Number)		Address (Street and Number)			
City State ZIP		City		State	ZIP
Birth Drivers License Number State DL	CDL	Birth	Drivers License Number	ır	State DL CDL
MMI DD I YYYY	MS Transport	Date MM Dt VVVV Safety Equip. Used Air B	ag Ejected Date	of Death In	ury Type EMS Transport
MM DD YYYY	(V) (N)		MM	DD YYYY	Y N
Summons Offenses Charged to Driver Issued As Result of Crash		Summons Issued As Result of Crash	ses Charged to Driver		
VEHICLE		VEHICLE			
Vehicle Owner's Name (Last, First, Middle) Same as	Driver 🔷	Vehicle Owner's Name (Last,	First, Middle)		Same as Driver
Address (Street and Number)		Address (Street and Number)			
City State ZIP		City		State	ZIP
Vehicle Year Vehicle Make Vehicle Model Disabled (CMV Towed	Vehicle Year Vehicle M	ake Vehicle Mo	del	Disabled CMV Towed
Vehicle Plate Number State Approximate	e Repair Cost	Vehicle Plate Number		State	Approximate Repair Cost
	Oversize	VIN			Oversize
Name of Insurance Company (not agent)	Cargo Spill Override	Name of Insurance Company	(not agent)		Cargo Spill Override
O ID C O I O III 'S M ' O C O I ALL December And C	Underride	Carad Batan Carab Carad II	is Mi C.f. C	All Page	Underride
Speed Before Crash Speed Limit Maximum Safe Speed Under 84L Passengers Age C Under 8 8-17 18-21	Uver	Speed Before Crash Speed Li	mit Maximum Safe Spee	Under 8-17	ngers Age Count Over 18-21 21
PASSENGER (only if injured or killed)	>	PASSENGER (onl	, ,	lled)	
Name of Injured (Last, First, Middle) EMS Transport V	ate of Death	Name of Injured (Last, First,	Middle)		S Transport Date of Death
Position Safety Airbag Ejected Injury Type Birthdate	Gender	Position Safety In/On Equip	Airbag Ejected		IMIM DD TT
Vehicle Used MM DD YYYY	(M) (F)	Vehicle Used		MM	Antonial charges -
	ate of Death	Name of Injured (Last, First,	Middle)		S Transport Date of Death
Position Safety Airbag Ejected Injury Type Birthdate	Gender	Position Safety In/On Equip	Airbag Ejected		date Gender
Vehicle Used MM DD YYYY	ate of Death	Vehicle Used Name of Injured (Last, First,	Middle		S Transport Date of Death
Name of Injured (Last, First, Middle) EMS Transport V N MI		wanie of injured (Last, First,	wildule)	C.M	MM DD YY
Position Safety Airbag Ejected Injury Type Birthdate In/On Equip Vehicle Used MM DD YYYY	Gender M F	Position Safety In/On Equip Vehicle Used	Airbag Ejected	Injury Type Birth	date Gender
Codes POSITION IN/ON VEHICLE SAFETY EQUIPMENT USE	D AIRBAG	EJECT	ED FROM VEHICLE	INJURY TYPE	
1. Driver 1. Lap Belt Only 2. Shoulder Belt Only		Ejected tially Ejected	 Dead Before I Visible Signs 	Report Made of Injury, as Bleeding	
7. Cargo Area 3. Lap and Shoulder Belt 4. Child Restraint	3. Unavai 4. Keyed	lable/Not Applicable 3. Tota	Illy Ejected		torted Member or Had
8 4 5 6 8 On Outside 5. Helmet	5. Unknov	vn SUMM	ONS ISSUED AS	3. Other Visible	Injury, as Bruises,
9-98. All Other 6. Other 7. Booster Seat	6. Deploy 7. Deploy	ed – Side A RESI ed – Other (Knee, 1. Yes	JLT OF CRASH	4. No Visible Inj	velling, Limping, etc. ury, But Complaint of Pain,
8. No Restraint Used 9. Not Applicable	Air Bel	Selt, etc.) 2. No or Momentary Unconsciousness. loyed – Combination 3. Pending 6. No Injury (driver only)			Unconsciousness.
, o. not Applicable	gency/Departmen	- 13	Reviewing Offi	2000 000	Report File Date



Officer Initials Badge # Revised Report	Commonwealth of Virginia • D Police Cra		FR300P (Rev 7/07) 7 Page of						
CRASH		-	5 0/						
Crash MM DD YYYY MILITARY Time (24 hr clubate	ock) County of Crash	City of Town of	Local Case Number						
CRASH INFORMATION									
Location of First Harmful C1	Traffic Control Type C5	Roadway Description C9	Intersection Type C12						
Event In Relation to Roadway 1. On Roadway 2. Shoulder 3. Median 4. Roadside 5. Gore 6. Separator 7. In Parking Lane or Zone 8. Off Roadway, Location Unknown 9. Outside Right-of-Way	1. No Traffic Control 2. Officer or Flagger 3. Traffic Signal 4. Stop Sign 5. Slow or Warning Sign 6. Traffic Lanes Marked 7. No Passing Lines 8. Yield Sign 9. One Way Road or Street 10. Railroad Crossing With	1. Two-Way, Not Divided 2. Two-Way, Divided, Unprotected Median 3. Two-Way, Divided, Positive Median Barrier 4. One-Way, Not Divided 5. Unknown	1. Not at Intersection 2. Two Approaches 3. Three Approaches 4. Four Approaches 5. Five-Point, or more 6. Roundabout Work Zone C13 1. Yes						
	Markings and Signs 11. Railroad Crossing With Signals 12. Railroad Crossing With	Roadway Defects C10 1. No Defects 2. Holes, Ruts, Bumps	2. No Work Zone C14						
Weather Condition C2 1. No Adverse Condition (Clear/Cloudy) 3. Fog	Gate and Signals 13. Other 14. Pedestrian Crosswalk 15. Reduced Speed – School Zone 16. Reduced Speed – Work Zone	3. Soft or Low Shoulder 4. Under Repair 5. Loose Material 6. Restricted Width 7. Slick Pavement	1. With Law Enforcement 2. With No Law Enforcement 3. No Workers Present						
4. Mist 5. Rain 6. Snow 7. Sleet/Hail 8. Smoke/Dust 9. Other 10. Blowing Sand, Soil,	17. Highway Safety Corridor Roadway Alignment C6 1. Straight – Level 2. Curve – Level 3. Grade – Straight	7. Slick Pavement 8. Roadway Obstructed 9. Other 10. Edge Pavement Drop Off	Work Zone Location C15 1. Advance Warning Area 2. Transition Area 3. Activity Area 4. Termination Area						
Dirt, or Snow 11. Severe Crosswinds	4. Grade – Curve 5. Hillcrest – Straight 6. Hillcrest – Curve 7. Dip – Straight 8. Dip – Curve 9. Other 10. On/Off Ramp	Relation to Roadway C11 Interchange Area: 1. Main-Line Roadway 2. Acceleration/Deceleration Lanes 3. Gore Area (Between Ramp and Highway Edgelines) 4. Collector/Distributor Road	Work Zone Type C16 1. Lane Closure 2. Lane Shift/Crossover 3. Work on Shoulder or Median 4. Intermittent or Moving Work 5. Other						
	Roadway Surface Condition C7	5. On Entrance/Exit Ramp	School Zone C17						
1. Dawn 2. Daylight 3. Dusk 4. Darkness – Road Lighted 5. Darkness – Road Not Lighted	1. Dry 2. Wet 3. Snowy 4. lcy	6. Intersection at end of Ramp 7. Other location not listed above within an interchange area (median, shoulder and roadside)	1. Yes 2. Yes - With School Activity 3. No						
6. Darkness – Unknown Road Lighting 7. Unknown	5, Muddy 6. Oil/Other Fluids 7. Other 8. Natural Debris 9. Water (Standing, Moving) 10. Slush 11. Sand, Dirt, Gravel	Intersection Area: 8. Non-Intersection 9. Within Intersection 10. Intersection-Related - Within 150' 11. Intersection-Related - Outside 150' Other Location:	Type of Collision C18 1. Rear End 2. Angle 3. Head On 4. Sideswipe – Same Direction 5. Sideswipe – Opposite Direction 6. Fixed Object in Road						
Traffic Control C4		12. Crossover Related	7. Train						
Device 1. Yes – Working 2. Yes – Working and Obscured 3. Yes – Not Working 4. Yes – Not Working and Obscured 5. Yes – Missing 6. No Traffic Control Device Present	Roadway Surface Type 1. Concrete 2. Blacktop, Asphalt, Bituminous 3. Brick or Block 4. Slag, Gravel, Stone 5. Dirt 6. Other	13. Driveway, Alley-Access - Related 14. Railway Grade Crossing 15. Other Crossing (Crossings for Bikes, School, etc.)	8. Non-Collision 9. Fixed Object – Off Road 10. Deer 11. Other Animal 12. Pedestrian 13. Bicyclist 14. Motorcyclist 15. Backed Into 16. Other						



Revised Report <	Badge #	Comn	Police Cras		nes IIIII	7 0 7 E	FR300P (Rev 7/07 Page of
CRASH							
Crash MM DD YYYY	MILITARY Time (24 hr clock)	County of Crash		City of		Local Case Nun	nber
Date				Town of			
		COR	ABACDCIAL BACTOD	VELUCIE CECTIC	NAI .		
			MMERCIAL MOTOR orm is being completed				
A Truck or T	ruck Combination Rating (Greater	Any Motor Vehicle Th	at Seats	O A Vel	nicle of Any Type wi	th a Hazardous Materials
	lbs. (GVWR/GCWR)	orouto.	9 or More People, Inc			ard Regardless of W	
			AND The crash				
vehicle (truck, bus	son(s) killed in or outside o , car, etc.) involved in the o days of the crash as a res d in the crash	crash or OR	An injury: any pers result of the crash receives medical to the crash scene		OR	bus, car, etc.) o	iny motor vehicle (truck, disabled as a result of the sported away from the v truck or other vehicle
VEHICLE	#						
Vehicle Confi	nuration	V10	Cargo Body Type		V11	License P8	Commercial PS
	yuration Only if Vehicle Has Hazardous M					Class P8	Commercial Ps Endorsement
	only it Vehicle Has Hazardous Mate		1. Bus (Seats 9-15 Peopl Including Driver)	e, 10. Grain/Chi			
	People, Including Driver)	ounts to the thirty	2. Bus (Seats For 16 Peo		owing Another	Class A	T-Double Trailer P-Passenger Vehicle
 4. Bus (Seats for 16 	6 People or More, Including Drive	er)	More, Including Drive	r) Motor Ve		Class C	N-Tank Vehicle
5. Single Unit Truc	k (2 Axles, 6 Tires)		3. Van/Enclosed Box	13. Intermod	el Container	Class DRL	H-Required To Be
	k (3 or More Axles)		4. Cargo Tank 5. Flatbed	Chassis		(regular	Placarded for
	Single-Unit Truck Pulling Trailer	r(s)]	5. Flatbed 6. Dump	14. Logging 15. Other Car	ua Padu	drivers license)	Hazardous Material
8. Truck Tractor (B			7. Concrete Mixer	(Not Liste		Class M	X—Combined Tank/HAZMA
9. Tractor/Semi-tra 10. Tractor/Double			8. Auto Transporter	16. Not Appli			0-Other
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Officer Initials Badge # Revised Report		f Virginia • Department of Motor Vel ice Crash Report	hicles 0 7 0 7 F	FR300P (Rev 7/07) Page of				
CRASH Crash MM DD YYYY MILITARY Time (24 hr clo	ck) County of Crash	City of Town of	Local Case N	lumber				
PEDESTRIAN # PEDESTRIAN # Name of Injured (Last, First, Middle) Name of Injured (Last, First, Middle)								
Address (Street and Number)		Address (Street and Numb	Address (Street and Number)					
City	State ZIP	City		State ZIP				
Driver's License #		State Driver's License #		State				
	thdate Date of Death	Gender EMS Tra	nsport Injury Type Birthdate	Date of Death				
	ed# Ped#	Ped# Ped#	Ped # Ped #					
NA NA Pedestrian Actions		P10 NA NA Pedestria	n Drinking P11	Method of P13				
1. Crossing At Intersection With Signal	11. Hitching On Vehicle		een Drinking	Alcohol Determination				
2. Crossing At Intersection Against Signal	12. Walking In Roadway With Traffic – Sidewal Available	ks 3. Drinking-	Ability Impaired	by Police				
3. Crossing At Intersection No Signal	13. Walking In Roadway With Traffic – Sidewa		Not Known	I. Blood 2. Breath				
4. Crossing At Intersection Diagonally	Not Available 14. Walking In Roadway	N/A N/A Conditio		3. Refused 1. No Test				
5. Crossing Not At Intersection – Rural	Against Traffic – Sidewalks Available 15. Walking In Roadway	Pedestri Contribu		Pedestrian Drug Use P14				
6. Crossing Not At Intersection – Urban 7. Coming From Behind	Against Traffic – Side Walks Not Available	the Crasi	h 001	I. Yes 2. No				
Parked Cars 8. Getting Off Or On	16. Working In Roadway 17. Standing In Roadway	1. No Defect 2. Eyesight D	s	3. Unknown				
School Bus 9. Playing In Roadway	18. Lying In Roadway	3. Hearing D 4. Other Bod		Pedestrian Wear P15 Reflective Clothing				
10. Getting Off Or On Another Vehicle	20. Other	5. Illness 6. Fatigued	001	I. Yes				
		7. Apparentl 8. Other	y Asleep	2. No				
		below for additional passenge						
VEHICI		DACCENCED /	VEHICLE #					
PASSENGER (only if injured or Name of Injured (Last, First, Middle)	EMS Transport Date	PASSENGER (of Death Name of Injured (Last, Fi	only if injured or killed) irst, Middle)	EMS Transport Date of Death				
Position Safety Airbag Ejecte	d Injury Type Birthdate	Gender Position Safety	Airbag Ejected Injury Type	Birthdate Gender				
In/On Equip Vehicle Used Name of Injured (Last, First, Middle)	MM DD YYYY EMS Transport Date of	In/On Equip Vehicle Used of Death Name of Injured (Last, Fi	irst, Middle)	MM DD YYYY M F				
		DD YY Gender Position Safety	Airbag Ejected Injury Type	Y N MM DD YY Birthdate Gender				
In/On Equip Vehicle Used	MM DD YYYY	M F In/On Equip Used		MM DD YYYY M F				
Name of Injured (Last, First, Middle)		of Death Name of Injured (Last, Fi	irst, Middle)	EMS Transport Date of Death				
Position Safety Airbag Ejecte In/On Equip Vehicle Used	d Injury Type Birthdate	Gender Position Safety In/On Equip Vehicle Used	Airbag Ejected Injury Type	Birthdate Gender				
Codes 8 POSITION IN/ON VEHIC 1. Driver 2-6. Passengers 7. Cargo Area 8. Riding/Hanging On Outside 9-98. All Other Passengers	LE SAFETY EQUIPMENT USED 1. Lap Belt Only 2. Shoulder Belt Only 3. Lap and Shoulder Belt 4. Child Restraint 5. Helmet 6. Other 7. Booster Seat 8. No Restraint Used	AIRBAG 1. Deployed – Front 2. Not Deployed 3. Unavailable/Not Applicable 4. Keyed Off 5. Unknown 6. Deployed – Side 7. Deployed – Other (Knee,	Partially Ejected					

APPENDIX F: MOTOR VEHICLE ACCIDENTS INVOLVING PEDESTRIANS AND BICYCLISTS

To fully grasp the importance of safely interacting with other vehicles and travelers on the road, a review of accident statistics is provided below. When crash data is recorded and released to the public, agencies, as well as individuals, have a better idea of which areas need improvement, and by identifying these problematic areas, the possibility of decreasing traffic fatalities is more likely, especially when accompanied by public awareness and tighter enforcement.

According to the National Highway Traffic Safety Administration (NHTSA), records released on October 9, 2009 showed that traffic fatalities drastically decreased in the first half of 2009. Between January and June 2009, they estimated that 16,626 people died in traffic collisions (a 7% decline compared to the same time period in 2008). In 2008, the U.S. had the lowest number of annual traffic fatalities since 1961. This trend seems to be continuing to drop and is in part due to increased awareness.

A. Accident Data

1. VIRGINIA STATISTICS INVOLVING BICYCLISTS AND PEDESTRIANS

According to the Virginia Department of Motor Vehicles' crash data for 2008:

- There were 770 bicycle crashes (0.6% of all crashes).
- 14 bicycle riders were killed (1.8% of all traffic fatalities).
- ◆ 716 bicycle riders were injured (1.0% of all traffic injuries).
- 76 pedestrians were killed (9.3% of all traffic fatalities).
- 1,696 pedestrians were injured (2.5% of all traffic injuries).

2. VIRGINIA STATISTICS INVOLVING ALL MODES OF TRANSPORTATION

Overall in 2008, the Virginia Department of Motor Vehicles reported that:

- Crashes decreased by 6.96% from 2007 to 2008.
- Injuries increased by 45% from 2007 to 2008.
- Fatalities decreased by almost 20% from 2007 to 2008. Virginia had the lowest number of fatalities (821) in a year since 1966.
- 1,142 drivers were speeding over 70 mph at the time of the crash.
- ◆ 25,758 people were tested with a blood alcohol content of .08 or higher (an increase of 2% between 2007 and 2008)
- Most of 2008's crashes (31,554) occurred between 3 PM and 6 PM.

For 2008, the DMV reported an average of one crash every 3.9 minutes. As a result of crashes, approximately 22 lives are lost every day.

Appendix F – Motor Vehicle Accidents Involving Pedestrians and Bicyclists (continued)

B. Proper Protocol for Parties Involved in a Crash

If there is an accident involving death, injury or property damage, those involved (including witnesses) should immediately stop as close to the incident as possible without blocking traffic. Those involved should provide their name, address, driver's license number, and vehicle registration number to the State Police or local law enforcement agency. This information should also be exchanged with the person struck if they are capable of remembering the information, or to the driver or passenger of the vehicle.

If no other parties are present at the time of the crash, such as a police officer or an EMT, and it is obvious that someone is injured due to the crash, it is expected that they provide reasonable assistance to the injured person; this includes calling 911 and taking the victim to the hospital if medical treatment is obviously necessary or if the injured person requests this (\$46.2-894). If unattended property is damaged, the bicyclist or motorist must make a reasonable effort to find the owner or leave a note. The accident must also be reported to the police within 24 hours (\$46.2-894).

When police are called to an accident, they should file a crash report whenever there is an injury, death, or major property damage (See Appendix E – Police Crash Report?).

C. Accident Prevention

In 2008, VAHSO awarded over \$13.5 million in federal grant funds to support Virginia's traffic safety programs. These programs concentrate on increasing safety belt and child safety seat use, deterring aggressive driving, warning about impaired driving, and publicizing the risks for teen and senior drivers. Some local programs include Checkpoint Strikeforce, the Road Shark Program, and "Orange Cones. No Phones."

1. OBEYING TRAFFIC LAWS

Traffic laws are in place for the safety of those on the road. While obeying some rules, like the speed limit, may increase travel time, they decrease the chance of significantly worse outcomes. Even being pulled over by enforcement for breaking a traffic law adds more time to a commute than had the driver been obeying the law. Rules are enforced as precautionary measures and as deterrents. For example, safety belt use affects the person who decides whether they wear it or not; their choice does not physically harm any other parties involved in the crash. It is in place to prevent one more traffic fatality and increase the chance for parties involved to survive an otherwise fatal crash.

2. THE DANGERS OF AGGRESSIVE DRIVING

Aggressive driving can be witnessed on every major highway in the U.S. It tends to appear most during morning commutes as people are rushing to arrive at work on time and become impatient and frustrated as traffic becomes congested. The most common aggressive driving offenses include weaving between lanes, running red lights, tailgating, honking, not signaling, and high beaming. When encountering an aggressive driver, it is best not to make eye contact and avoid aggravating the situation. If the aggressive driver pursues the vehicle, it is best to drive to a police station, not a final destination like a residence. To report an aggressive driver, call local law enforcement's non-emergency number or dial #77 to report it to Virginia Police. Only dial 911 if the situation has escalated to the point where the victim's life and/or property are being threatened. It is essential to be observant and provide details to enforcement such as the license

Appendix F – Motor Vehicle Accidents Involving Pedestrians and Bicyclists (continued)

plate number, make, model, and color of the driver's vehicle, as well as the direction of travel. If a driver encounters another motorist exhibiting aggressive behavior and later witnesses them cause an accident, pull over at a safe distance and wait for police to arrive to report the driving behavior.

3. IMPAIRED DRIVING

A. Drinking and Driving

Virginia's legal limit is 0.08% blood alcohol content (BAC), but it should be noted that any amount of alcohol consumed can impair the ability to drive. BAC is measured by the weight of alcohol in a certain volume of blood. As alcohol is quickly absorbed into the bloodstream through the walls of the stomach and intestine, BAC can be measured within 30 to 70 minutes after consuming an alcoholic beverage.

Driving under the influence can have dire repercussions, including jail, fines, traffic points, attorney fees, loss of driving privileges, higher vehicle insurance rates, and a lifetime of regret for being responsible for another's injury or death. Those who have been convicted of a DUI at least twice in the course of 10 years are required to have an ignition interlock device in their vehicle at all times. The driver must blow into a breathalyzer each time they prepare to start the car; if the driver's BAC is not in the average range of 0.02 to 0.04 percent, the car will not start. Driving without the device is a Class 1 misdemeanor.

In an attempt to discourage drinking and driving, the HERO program promotes having a sober designated driver when other parties will be drinking. Some retailers have joined this program by providing free non-alcoholic beverages to HEROs. For more details, visit: http://www.herocampaign.org/.

B. Distracted Driving

Many drivers attempt to "multi-task" while on the road, and this common mistake can lead to "close-calls" as well as major accidents. Anything that takes away attention from the road (text messaging, searching for music, applying makeup, eating, etc.) puts the driver and others on the road at risk. It only takes moments of looking away from the road for an accident to occur.

C. Medication Side Effects

When taking medications, drivers should check with their doctor or pharmacist about whether the medication (or a combination of medications) causes drowsiness, dizziness, or any other side effects that could impair driving. While taking medications that impair driving, there is usually a warning label on the prescription stating that the patient should not operate heavy machinery. However, it is safest to read through the medication side effects or to discuss with a doctor or pharmacist.

D. Sleep Deprivation

Studies show that teenagers require nine hours of sleep every night to function at their best. Everyone requires different amounts of sleep, and it is imperative to be alert while driving. Driving while deprived of sleep can be just as dangerous as driving under the influence.

Draft Report

Appendix F – Motor Vehicle Accidents Involving Pedestrians and Bicyclists (continued)

4. SENIOR DRIVERS

As people age, driving skills can deteriorate due to physical restrictions, such as eyesight and mobility, and slower reaction times. However, age alone does not determine whether a person is able to safely drive, and retesting older drivers is discriminatory, as well as expensive. It is important for medical professionals and family members to intervene when a senior driver's driving skills are declining, whether due to medical conditions or simply the natural effects of aging. For example, several sources estimate that those who are 60 years old and above require about 10 times more light than teenagers, so driving at night can be particularly dangerous. A Medical Advisory Board can review an individual's ability to drive and determine the action based on their assessment. While walking is one alternative to driving, elderly pedestrians can also be at risk for being involved in a crash.

Crash prevention courses are offered online to drivers 55 and up. Insurance companies can choose to reduce premium charges to those who successfully complete the course approved by the DMV that are offered online.

5. HOLIDAYS

Many accidents occur around the holidays due to distracted driving and driving under the influence. Since it is a time to celebrate, drivers should be particularly cautious while on the road to avoid making their holidays far less enjoyable. Each year the Virginia Department of Motor Vehicles urges drivers to be wary on the road during certain holidays and events that are notorious for crashes (for example, St. Patrick's Day, New Year's Eve, and Super Bowl Sunday). By reaching out to Virginians, the DMV hopes to encourage travelers to designate a sober driver before going out, to wear seat belts, to allow additional commuting time, and to arrive at their destination early to avoid nighttime driving.

The DMV emphasizes Thanksgiving as being one of the most dangerous holiday seasons for motorists. However, for pedestrians, Halloween is the most dangerous. According to NHTSA, Halloween is one of the top three days of the year in the U.S. for pedestrian injuries and fatalities. In 2007, there were two deaths and 65 injuries in 155 traffic crashes on Halloween night in Virginia. Twelve crashes, 10 injuries, and one fatality were attributed to alcohol. It was estimated by NHTSA that 44 percent of all highway fatalities in the U.S. on Halloween night involved a driver with a Blood Alcohol Concentration of .08 or higher.

Motorists must be wary of trick-or-treaters. The Virginia DMV encourages driving below the speed limit, especially in residential areas, so drivers are prepared to stop if children enter the roadway between parked cars. Motorists should also watch for children walking on roadways, medians, and curbs and try to anticipate whether they will be moving into the road. When entering or exiting a driveway or side street, motorists should be alert and scan the road for any pedestrians. They should always assume that children cannot see them; in addition, costumes can often interfere with a child's vision.

It is also important for parents to talk with their children before trick-or-treating to warn them about the risks when crossing streets and driveways. They should be aware that it is safest to walk, not run. They should also walk facing traffic, not with traffic.

APPENDIX G: ADDITIONAL SAFETY ITEMS BY MODE

A. Motorists

- Always wear a seat belt. This decreases the chance of being killed in a crash by 40 percent. Failure to wear a seatbelt in Virginia while driving or sitting in the front passenger seat could result in a fine. Children under 16 years old must also wear a seat belt at all times (or be in a child seat depending on age).
- Drive defensively.
- Follow the speed limit. Anyone could be pulled over for a traffic violation for driving any speed above what is posted.
- Use headlights when windshield wipers are on, at night, and when visibility is less than 500 feet in inclement weather. It is not mandatory, but studies have shown keeping your headlights on at all times minimizes crashes. At all times see and be seen.
- In severe weather conditions, reduce speed and provide more distance between the vehicle in front to allow for more stopping time.
- In addition to keeping some distance between the vehicle in front, there should also be a reasonable amount of space between cars in adjacent lanes.
- In the winter months, motorists must clear snow off their vehicles before getting on the road. Debris and ice could hit another car and startle the driver, causing an accident.
- In work zones, slow down, stay alert, and let other vehicles merge.

B. Pedestrians

- Parents and teachers should advise children about safety topics regarding walking and riding the bus to school.
- Wear light colors to be more visible to motorists.
- After sunset and before sunrise, wear reflective clothing and/or bring a flashlight.
- It may not be as obvious as drinking and driving, but drinking and walking can be equally as dangerous for pedestrians who have lost a sense of their surroundings.
- Note that different vehicle sizes brake at different speeds; take this into consideration when crossing crosswalks that are not regulated by a traffic light where vehicles might fail to yield.
- Be aware that trucks and buses could potentially encroach on the sidewalk when making wide turns; pedestrians should be alert and move back if this occurs. When waiting to cross a street, it is best for pedestrians to stand on the sidewalk corner, not in the street or on the lip of the curb.

Appendix G – Additional Safety Items

C. Bicyclists

1. LOADING A BIKE ON A BUS

It is free to load your bike on the Metrobus, Art, Fairfax Connector, and Ride-on, which all have two bike racks for standard length bicycles.

- 1. Remove any loose or valuable items from the bicycle before the bus arrives
- 2. Make user the bus has stopped and the drive sees you before you step in front of the bus
- 3. Squeeze the top handle and swing the rack down. Life your bicycle onto the rack, placing the wheels in the trough with the front wheel toward the springloaded bar. The first bike should be in the front carrier position. The second bike is placed in the rear trough facing the opposite direction.



- 4. Raise the spring-loaded bar up and over the front tire and place it on the top of the tire near the bicycle frame. The bar should be raised so it is at the highest point on the front wheel.
- 5. Board the bus.
- 6. When you near your stop, remind the driver that you will be removing a bicycle
- 7. Lower the spring-loaded bar from the tire and lift your bike.
- 8. Swing the bar up if it is empty.
- 9. Go to the nearest curb. Wave to let the driver know you and your bike are clear of the bus.



2. LOADING A BIKE ON THE METRO

You can load your bike on the Metro during off-peak hours on weekdays and anytime on weekends. Bikes must be walked whenever inside the station. Use the elevators to access the station. Do not take bikes on stairs or escalators.

Enter the train at either end of a car and avoid the central doors; the end doors open to sufficient

standing space to allow for bicycles. While in motion you must keep one hand on the bike at all times.

No more than 2 bikes (4 bikes on the weekend) are allowed in any car. If the car is "full" you must board a different car. If all cars are full, then you must wait for the next train.

Bicycles are not permitted on metro during "special" events (like the Fourth of July)



WMATA photo by Larry Levine

3. ADDITIONAL BICYCLE SAFETY ITEMS

- When stopping to take a rest, or in the event of an emergency, move completely off the road.
- Bicyclists should make eye contact with motorists to confirm they see each other; this decreases the likelihood of an accident.
- Ride defensively and be aware of motorists' blind spots.
- Assume that drivers do not see your hand signals.

Appendix G – Additional Safety Items

- Observe all local ordinances pertaining to bicycles.
- Do not follow another vehicle too closely; if there is enough space between yourself and others, you are more likely to safely dodge obstacles like potholes, debris, and unexpected disturbances like stalled vehicles.
- Avoid riding bicycles that are too large or too small. This is especially dangerous for children.
 They should be able to sit on the seat with their hands on the handlebars and still be able to touch the balls of both feet to the ground.
- Regularly inspect bicycles and keep them in good condition.
- When crossing railroad tracks, cross perpendicular to the rails.
- It is up to parents to consider their child's maturity level and knowledge of bicycle rules and safety before deciding whether or not they can ride in the street.
- It is recommended that children only ride their bicycles during the daytime.

4. HELMET SAFETY: WHY IS WEARING A HELMET THAT FITS SO IMPORTANT?

Bicycle crashes kill approximately 900 people each year and injure more than 500,000. Head injuries are the most frequent cause of death in bike accidents. Studies show that properly wearing a bicycle helmet can reduce the risk of head injuries by 85%. Well-fitted helmets worn as directed offer twice as much protection against head injuries than helmets with a poor fit. Never ride a bicycle wearing a helmet made for any other purpose (i.e., a football or sports helmet); these are made to absorb different impacts than a bicycle helmet.

Parents should always buy their children bicycle helmets that fit them now, not ones that they will need to grow into. Studies have shown that universal bicycle helmet use by children between four and 15 years old would prevent 39,000 to 45,000 head injuries annually.

After a helmet has been impacted during a collision it is strongly recommended to completely replace the helmet, even if there does not appear to be any damage. The foam part of the helmet is for one-time use, so it will not be as effective in the case of a future impact. Any cracks in the foam could cause the helmet to break apart in the event of a second accident.

When purchasing a bicycle helmet, make sure it has U.S. Consumer Product Safety Commission (CPSS) or Snell certification.

5. FITTING A HELMET

A helmet should sit evenly and level on the head. It should rest one or two finger widths above your eyebrows. If it is higher than that, it is too small, and if it rests lower, it is too large.

Place the foam pads inside the helmet so it feels comfortable but slightly tight. Typically helmets include different sizes of pads that can be placed for a customized and snug fit.

Adjust where the front and back helmet straps meet so that the clips fit just below the ears, forming a "Y" shape. The straps should rest firmly against the head. Tighten the chin strap enough so that it is snug but does not choke the wearer. Readjust straps as necessary.

Appendix G – Additional Safety Items

6. THEFT PREVENTION

Upon purchasing a bike, insure it and register it with local police. In addition, it can be registered with the National Bike Registry (see website below).

http://www.nationalbikeregistry.com/

Keep a record of the bike's make, model, and serial number. Bicycle owners can also have a personal code engraved in several places for further identification. Personalizing your bike makes it more recognizable. It is a good idea to take a photograph of your bike and keep it in your files.

Most U-locks come with a guarantee that if your bike is locked properly but gets stolen, the lock company will pay for the loss of your bike. U-locks are recommended because they tend to be more effective than the most expensive chain lock, which can easily be cut.

When securing your bike to a fixed object, put the lock though the frame and front wheel. By positioning the keyhole towards the ground, it is less likely that the lock can be manipulated. Studies show that a bicycle that is unlocked (no matter the value) is more likely to get stolen than a locked expensive bike. However, it is not a bad idea to paint over or scratch off expensive brand names.

Do not leave an unlocked bike unattended for even short amounts of time. If there is nothing to lock your bike to, lock the frame to a wheel so no one can ride off on it, although they can ride away with it.

It is best to lock your bicycle to a bike rack as long as the top and bottom are solid without breaks. Avoid locking your bike to the end of a bike rack since some bike rack ends can be disassembled with a wrench.

Also don't lock your bike to a traffic sign. It is illegal. If possible, avoid parking your bike in public overnight. If you must, park it in a populated and well-lit area.

Add police section – how many get stolen statistics.

7. WHAT TO DO IF YOUR BIKE GETS STOLEN

File an incident report with the police, or campus police if applicable. Filing a report is required in order to collect from a U-lock manufacturer's guarantee. You can also go to local pawn shops and provide them with a photo of your bike and the registration number. You can also report the theft to the Stolen Bike Registry (see link below).

http://www.stolenbicycleregistry.com/